

GENERAL NEWS.

Japanese Ambitions in China.

The "Niroku," a Japanese contemporary, wonders why the Tokyo Government remains idle and plays the part of an onlooker in North China. If recent information from Peking can be relied upon, Russia has acquired the privilege of extending the Chinese Eastern Railway to a point in the Pechili Gulf, besides placing Mongolia under her own protection. Great Britain, too, has placed her iron hand upon Tibet, with the apparent intention of severing relations between Tibet and China. As indicated in a recent telegram from Peking, the Chinese in Manchuria have shown a disposition to rely upon Japan for the protection of life and property in that region. And yet the Tokyo authorities hesitate to take any step whatever in that direction.

Pierre Loti in New York.

M. Pierre Loti has arrived in New York in connection with the production of his play, "Daughter of Heaven," at the Century Theatre next month. He at first refused to be interviewed, but later received the reporters, to whom he chatted about his play. The reporters did not think this was making good local copy, so they began asking questions. What did monsieur think of the skyscrapers? M. Loti smiled, and his answer might be translated as follows: "Your skyscrapers, so long as they stay in New York, exactly fit in with the American atmosphere, but they would be impossible, abominable, in Paris."

A Hongkong Inventor Criticized.

A contributor to the "Bangkok Daily Mail" observes: "I see that a Hongkong gentleman has 'invented' a pair of boots in which to walk on the water. They are, of course, more like boats than boots and the motive power is supplied by the weight placed upon them actuating a lot of slats of wood like louver-boards. But I may mention, with all due deference to the Hongkong Chinaman's inventive genius, that I saw just the same idea used in an attempt to walk on Sydney Harbour about 20 years ago. The same thing happened then as happened in Hongkong recently—the walker couldn't walk half a knot an hour."

The "Independence" of Shanghai.

Celebrations will take place on the 3rd proximo to mark the fall of Shanghai says the "N. China Daily News". The Chinese announcements of this event in some cases mention the fact as celebrating the independence of Shanghai, this evidently being regarded as synonymous with the taking over of the place by the revolutionaries. It does not appear to be quite certain why the 3rd has been fixed for the celebrations, as the fall of the City and taking of the Arsenal happened on the 10th and 11th.

Big Influx of Chinese into Siam.

The Pissanloko and the Sexta which both arrived at Bangkok on the 15th inst. from Swatow brought together the unusually large number of 2,525 deck passengers, the respective totals being 1,285 and 1,240. As they proceeded up New-river in a long straggling procession they almost caused a dislocation of the traffic says the "Bangkok Times". Most of the men had their worldly goods in two baskets carried at either end of a pole on their shoulder, and often enough a small son or daughter would be contentedly seated in one of them.

Jews and Mayor Gaynor.

New York, Sept. 20.—Rabbi Stephen S. Wise in the course of his sermons and by open letter has called upon Mayor Gaynor to resign his office. Rabbi Wise holds the mayor responsible for the prevalence of lawless conditions and declares that the executive is also to be charged with the blame for the lawlessness resulting in the scandalous developments of the Rosenthal murder case.

Second Instalment of the Loan.

A Peking telegram to the "Sinhuanpao" states that the second instalment of the new London Loan payable this month amounts to \$1,500,000, of which it is understood, \$200,000 will be paid in Shanghai, \$270,000 in Tientsin, and \$230,000 in Peking. The balance \$800,000 will be remitted or paid in London at the end of this month.

SERVICE MATTERS.

Tactical Fitness.

The report of the Director of Military Training on the tactical efficiency of our regimental officers is a critical reading, says the "Globe." And the remarks apply not to the subalterns and captains, but to the majors. The majority of the former, especially the subalterns, are said to possess but a theoretical knowledge of tactical principles gleaned from text-books, and little or no capacity for applying those principles with troops in the field. This is unsatisfactory enough, whether due to lack of study or misguided effort, but it becomes more serious when exhibited by majors in their examination for "Tactical Fitness Command," because they are the officers who will soon be responsible for the instruction of their juniors. The percentage of failures among majors is unfortunately very much on the increase.

In December, 1910, it stood at 12.24 and in this year's May examination at the high figure of 38.15. The comments on some of the subalterns' papers certainly do not indicate a very high standard; and, speaking of exercise III, our regimental officers are told that it is time they learned to dissociate themselves from methods which are known to lead to disaster. Their ideas on the subject of mounted reconnaissance are likened to the method of walking up partridges in a turnip field.

R. N. Engineering College.

After being closed for about two years, the Royal Naval Engineering College, Devonport, is being prepared for the first batch of "Lieutenants E." who joined the Navy as cadets under the system of common entry, and will ultimately be required to undergo a course of special training in engineering. The gymnasium connected with the college is being equipped with machinery, under the supervision of Engineer-Capt. C. G. Taylor, who was appointed to the Admiralty last February for this service, and the first course of instruction will commence on October 1, 1913, when the officers who have completed their term of training at sea will be transferred to the college.

New Naval Airship.

From Rome it is reported that the new Italian dirigible M. 1, a vessel of 11,000 metres cubic capacity, has been so constructed that it can, if necessary, descend and travel on the surface of the water. Experiments carried out on the lake of Bracciano, have given very satisfactory results, and three more airships of identical design are now being built.

Col. Morris in an interview, said the M. 1 had been constructed expressly for operations over the sea.

A. H.A.L. Oil ship.

A dispatch to the New York Herald from New Orleans dated September 14th says: The first of the Hamburg-American line's new oil burning vessels to arrive here was the Christian X., which reached port yesterday from Hamburg after a successful voyage. The Christian X., is of the new "stackless" type, equipped with Diesel engines using a low grade of petroleum oil. The driving machinery, which is extremely compact, does away with cumbersome coal bunkers, the necessity of many stokers and the delay of coaling.

The Christian X. left Hamburg on July 22, and on her first day, with good weather, made an average of 11 1/2 nautical miles an hour. Later, under heavy weather and storm conditions, her general average for the trip was 11.04 nautical miles an hour. She spent four days in port at Havana and eight at Vera Cruz, and consumed 710 tons of oil. This is a creditable record for a vessel of this size driven by oil engines; for the Christian X. is 370 feet long by 53 feet beam and loaded, her tonnage is 9,800. She has two heavy duty engines, which can be controlled by a single lever, and reversed from full speed ahead to full speed astern in less than nine seconds.

The exhaust gases, after being cooled, pass out forty-nine feet above the deck through the after mast, which is hollow.

HOW MANY RUBBER TREES TO THE ACRE?

The "Indian Rubber Journal" has recently contained views of various planters and others on the thinning out question. It seems generally conceded that the subject is of the utmost importance, and it opens up a point that casts grave responsibilities on the directors of the various companies. The cost of such an undertaking is not inconsiderable, as it is imperative, at whatever age you may remove a tree, that the stump and outlying roots should be taken up and destroyed. From the opinions expressed by those best able to judge no more than about 75 trees should be grown to the acre, and time will show that Mr. Wickham is right, that 40 or 50 trees an acre would, in the long run, give best results. The manager on the spot should be able to judge which trees are to be removed; for a good deal depends on the foliage of the trees and the ravages made by storm, disease pest, and accident. The axiom of the survival of the fittest must be an important factor. The sooner some of our boards study this subject the better, and we look to those practical, up-to-date planters, who, unfortunately, are so rarely found at the board table, to press home at whatever cost the necessity of a determined policy.

The Changlu Salt Gabelle.

The "Official Gazette" announces that the Chinese Ministry of Finance has issued an order instructing the Commissioner of the Changlu Salt Gabelle to place each month a certain amount of the salt revenue to the credit of the Chartered Bank in order to meet repayments of the Crisp Loan, Liu Yu Lin, the Chinese Minister in London, has been instructed to inform the principal parties interested in London to this effect.

Likin in Yunnan.

A Chinese paper states that the annual amount, realized from likin in the Province of Yunnan fully exceeds \$1,000,000. The Authorities of that province, anxious to render every help to the Central Government, has decided to transmit annually that sum to Peking in toto. Upon receipt of this information, the Central Government has telegraphed back its appreciation.

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ENGLISHMAN, graduate, exceptional knowledge of Chinese, undertakes translations from and into Chinese, Pekingese, addresses &c., prepared in either English or Chinese, moderate terms. Apply X. "Hongkong Telegraph." Hongkong, 28th Oct., 1912. [738]

TO BE SOLD.

TO BE SOLD.—A House on Barker Road, near Tram Station.—Denton, Ram & Gibb. Hongkong, 28th Oct., 1912. [739]

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TO LET.—"MODERN AGE" the Peak from 1st May, 1913, on long lease. Earlier occupation might be arranged; 5 bed-rooms. Alterations will be made to suit tenants if desired. Apply to:—Lindsay & Davis. Hongkong, 29th Oct., 1912. [808]

TWO Single rooms, Available November 1st.—European Young Men's Christian Association, Alexander Buildings. Hongkong, 28th Oct., 1912. [738]

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TO LET LARGE substantially built, Godown situated on water front, East Point. For further particulars apply Property Office, Jardine, Matheson & Co. Ltd. Hongkong, 13th Aug., 1912. [868]

TO LET on 2nd Floor No. 2, Pedder Street. One roomed Office. Apply Property Office, Jardine, Matheson & Co. Ltd. Hongkong, 22nd May, 1912. [361]

Notices

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Tentacles, Ada Leverton.
The Ewors, Gertrude S. Westworth.
Buried Alive, Arnold Bennett.
Tales of The Open Hazard, Hallie Sutcliffe.
Without Trace, Williams LeQuercy.
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SOLE AGENTS

Reported from Shanghai.

At the Portuguese Consular Court Shanghai, on October 24, before Mr. Barjona de Trietas, Consul-General, E. S. M. Pereira appeared on a charge of having stolen \$2 from his employers, Messrs. Whiteaway, Laidlaw and Co. Evidence was tendered by a representative of the firm who stated that a Chinese employee of the store was accused of theft, and, in confessing, implicated the accused. The Court ordered accused to be deported from Shanghai. Rome and Calendar Alterations. The International Congress of Chambers of Commerce at Boston on September 22 adopted a resolution affirming the desirability of making the months of nearly uniform length and establishing a fixed date for Easter. Some of the delegates contended that the assent of the Holy See would be necessary in order to secure the proposed alterations of the calendar, and others stated that the Congregation of Rites at Rome was at present considering the whole matter.

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The Hongkong Telegraph.

HONGKONG, WEDNESDAY, OCTOBER 30, 1912.

THE STRIKERS.

Over every event, important or trifling, of daily life, it seems natural that men should look for the final or immediate cause, and resolutely refuse to trace matters any further back than that. The result of this extremely philosophical procedure is that most of us spend quite the greater part of our time in self-deception more or less deliberate. When, yesterday, Hongkong people found the city bereft of its chairs and rickshaws, they devoted one third of the day to bemoaning the inconvenience to which they personally were thus subjected, and the other two-thirds to explaining to themselves that the strike had broken out on account of the heavier fines recently imposed by the local magistrates on such of the coolies as had shown themselves disorderly, extortionate or insolent. And probably nine-tenths of us were perfectly satisfied with this explanation; as satisfied as we should be if told that the leaves fall in the autumn because the wind blows them.

Just as those leaves would have fallen, sooner or later, without any help from the wind, so such an incident as yesterday's strike would have taken place, even had there been no fines. For a long time past, the Hongkong policy in regard to the Chinese has been one of weak compromise; of giving way wherever there seemed the least possible excuse for so doing. The native has but to ask, to clamour or to grab, and all is well with him. Looked at squarely the fact that these coolies, holding—as they do—government licences, dare refuse to work, or dare pretend to dictate terms to the police, must be described as over bold as well as fool-hardy. Little by little they have been gaining ground, in a manner that no other city in the East, ruled by Europeans, would tolerate for a second; and now they seize on the first opportunity that comes to hand for pleading the old "grievance" story. This particular peg on which it has been their good pleasure to hang their alleged grievances is comic rather than otherwise: they break the law, are punished for so doing, and consequently refuse to work!

If the authorities choose—and for their own credit as Britishers we feel sure that they will choose—they can yet turn this folly on the part of the coolies to good account, and so recover some of the ground that they or their predecessors have lost in former times. To err on the side of mercy is certainly nobler than to go to the other extreme of tyranny; but there is a happy medium observed by other nations, in their dealings with natives, the value of which we English seem to have agreed in, the past, to ignore. What, mainly, Hongkong never seems to realise is that, given an inch, the coolie will take a yard. Under the old Manchu Government, punishments were so severe and liberty so restricted, that our generous and merciful laws are more puny child's play to the Chinese; trifles to be laughed at and set at naught as smothering him good. Of course the Government had it in its power, in a dozen ways, to stop the strike in an hour or two; but we trust that, so far from resting content with that, the authorities will see fit to guard against a repetition of anything of the kind. Hongkong is being roundly laughed at already, in a variety of directions, and it is time that it showed itself not too proud to profit by the lesson to be derived from former errors.

DAY BY DAY.

Hato hurts most the one who hates.

Mr. McWilliams.

Mr. O. F. McWilliams left for the North by the Nippon Maru to-day.

Typhoon Fills Up.

The Observatory reports that the typhoon of which we had warning two days ago has filled up.

Rough Weather.

The s.s. Jeserie, from Keelung, reports strong N. E. monsoon with heavy rain and seas in the Formosa channel.

Tramcar Accident.

A woman who was knocked down by a tramcar in Des Vaux Road, yesterday, has been removed to the hospital.

Craigengower Cricket Club.

The annual general meeting of the Craigengower Cricket Club will be held at the Pavilion on Friday, November 1, at 5.30 p.m.

Chinese Injured.

A Chinese employed as a salesman in the Central Market, was knocked down by a tramcar yesterday and removed to the hospital.

The Dacre Castle.

From an advertisement elsewhere, it will be seen that tenders are being invited for the wrecked steamer Dacre Castle, as she lies at Keelung.

"Dope."

For unlawfully having in his possession a quantity of opium, a Chinese was fined \$50, with the alternative of six weeks' imprisonment, at the Police Court this morning.

Wounded in the Leg.

A man has been sent to the hospital from the Western district suffering from a wound in the leg said to have been inflicted by another man in the course of a quarrel.

Heavy Opium Fines.

Two men were fined \$500, or in default three months' imprisonment each, by Mr. E. A. Irving, at the Police Court, this morning, for being in unlawful possession of 45 taels and 15 taels of opium, respectively.

Colonial Secretary's Holiday.

The Hon. Mr. Claud Severn, Colonial Secretary, will, we learn, leave for home on the 23rd November. He will be absent for four months. Mr. Severn will go home by P. & O. steamer and will return via Siberia.

The Bag of Rice.

District Watchman 99 caught a man in Queen's Road West, with a bag of rice. The latter could not account for it satisfactorily and was arrested. At the Police Court, this morning, he was fined \$50 or in default one month's hard labour.

THE ALLEGED MURDER.

Interview with Dead Man's Brother.

Joseph Wangstrom, brother of Robert Wangstrom, who is said to have been murdered on board the s.s. Minnesota, seen by a representative of the "Telegraph" this morning said his brother and he had been on the ship as water tenders for several trips.

"The last time that I saw my brother," he said "was at ten o'clock on the night of his death. We were both ashore together, and he said: 'Joe, I've got to go on board to stand the watch.'"

"I did not know of his death until 9.15 the next morning when I reached the ship."

The quarter master of the vessel said to-day:—"The Doctor was ashore at the time of the affair, and we could do nothing for the injured man. He did not seem to suffer, and there was scarcely any outward bleeding."

"I was about to come on watch when I heard him cry, and rushed up on deck, passing the word for the chief officer at the same time."

"Dunn made an attempt at resistance; he did not seem to realize the position. We looked him in a cabin until the police should arrive, and set a guard over him so that he should not either commit suicide, or try to escape by jumping overboard."

"OUR BURGLAR."

THE WIZARD AGAIN BEFORE THE COURT.

Takes an Interest in the Court Walls.

With amusing nonchalance, Wong Cheuk, the Peak Burglar, with many aliases, squatted in the far right-hand corner of the dock in front of Mr. E. A. Irving, at the Police Court, this morning. The trip from Macao was made on the s.s. Sui An, which arrived last night. Sergeants Appleton and Terrett, along with four Chinese detectives, forming the escort.

As he squatted in the dock this morning the prisoner's eyes wandered round the four walls of the Court, and the windows leading on to the "Magistrate's" verandah appeared particularly to attract him. There were twenty other coolies in the dock along with him but he took very little notice of them.

In fact, he appeared to scorn the smaller fry in the realm of misdeeds and law-breaking. Whether by accident or arrangement, the number of uniformed European police officers at the door of the Court was remarkably large.

Alongside the prisoner, (outside the dock rails) Sergeant Appleton stood and did not allow the slightest notion of the prisoner to escape his notice. The prisoner was handcuffed throughout the proceedings.

Inspector Watt:—Will your Worship take the Peak Burglar's case now?

Mr. Irving:—Yes. Have you got the depositions?

Inspector Watt:—Yes.

Mr. Irving:—The original ones?

Inspector Watt:—No, not the original ones, they are in the office of the chief clerk. We have the committal warrants, the originals are with the Crown Solicitor.

Chief Detective Inspector Collett:—There is a copy of the depositions in the Magistrate's office.

Mr. Irving:—You want him committed to the Sessions?

Inspector Watt:—Yes.

Mr. Irving:—November Sessions?

Inspector Watt:—Yes.

Mr. Irving:—He was originally committed to the October Sessions?

Inspector Watt:—Yes, your Worship.

Mr. Irving:—Is this the man?

Inspector Watt:—Yes.

Mr. Irving (to the interpreter):

Tell the defendant this is an application by the police to have him committed to the November Sessions for trial instead of to the October Sessions.

Prisoner:—Yes.

Mr. Irving:—Are you Wong Cheuk alias Tsoi Tin?

Prisoner:—Yes.

Mr. Irving:—Very well, you are committed to the November Sessions.

HARBOUR OFFENCES.

This morning at the Marine Magistrate's Court, before Commander Basil Taylor R.N., Capt. Reher of the s.s. Chow Tai was charged with unlawfully failing to carry the regulation lights, while under way in the waters of the Colony on Sept. 24.

Defendant pleaded not guilty. L. S. Fox said that at 8.35 p.m. he was on duty at the west end of the Central Fairway, when he saw the Chow Tai coming in from Green Island, with no steaming light up. She had bow and two riding lights. Daylight had just gone.

The defendant said it was 7.10 a.m. when they made fast to the buoy. He, personally, saw the steaming light lowered, and the riding light hoisted when they got to the buoy.

Mr. Schade, male of the s.s. Chow Tai, corroborated, and said the steaming light was not hoisted to the mast head but to the stay. The case was dismissed.

L. S. R. Lanigan charged two boat people with unlawfully making fast their boats to the s.s. Chow Tai thereby causing an obstruction in the Central Fairway in Victoria Harbour. They were each fined \$5.

Revenue Officer L. A. Langley, charged the master of the Tsuro Maru with unlawfully failing to obey the rule of the road.

The case was dismissed and the defendant cautioned.

CRIMINAL SESSIONS.

The Yaumati Bomb Throwing Case.

This morning, the trial of Wu Hon for the murder of Li Kwan Tain, at Yaumati on Sept. 11, was resumed before the Chief Justice, Mr. W. Rees Davies K.C., and a jury comprised as follows:—Messrs. J. W. Kew, R. K. Miller, W. B. Stormer, P. W. A. Wilkie, L. J. Blackburn H. L. Beyer, and T. S. Robson.

The Attorney General, the Hon. Mr. J. A. S. Bucknill, instructed by the Assistant Crown Solicitor, Mr. P. M. Hodgson, appeared for the Crown and Mr. F. O. Jenkin, instructed by Mr. C. A. S. Russ of Messrs. Goldring, Barlow and Morrell, defended.

Mr. Jenkin, who opened the defendant's case this morning, said his defence was a very simple one and a very short one. It was the best defence known to law and lawyers and shortly was this, "I am not the man." In the case he would suggest to them, and he hoped he should prove to them, the Crown had got hold of a peaceful citizen of Yaumati and a resident of Woo Sung St. where the occurrence took place. He would tell them, he was in Woo Sung St. when the bomb was thrown and in common with others he fled.

Why he fled he would tell them himself. Probably he was frightened. He was immediately arrested and therefore he could not collect witnesses who might have seen him, and seen another man who threw the bomb. It so happened that there was a considerable number of people in the vicinity at the time, and the matter was probably talked about and in that way he would be able to call three witnesses before them in addition to the accused. One was an amah and the other two had something to do with boiler making. In fact they would tell the jury that they saw a man dressed in black throw a bomb and that this man fled towards the hill district—whatever that might mean—and that they presently saw Wu Hon brought back by two or three people.

If that evidence were unshaken by the Attorney General, then he would submit that this evidence must conclude the matter, and that in the panic which ensued upon the throwing of the bomb, unfortunately the wrong man was captured. He thought, after they had heard his evidence, he would be able to induce them to say that on the balance of the evidence he would produce, they would not take so much notice of the evidence of the Crown as would have been the case had it not been combated.

The prisoner in the box bore out his counsel's statement, and admitted in cross examination that he had met the deceased before. On one occasion, he was quarrelling with another man in a tea shop and the deceased came up and spoke to him.

The Attorney General:—Did you not as a matter of fact, have a fight with another man and the deceased came up to you and remonstrated with you and told you not to fight?—He said don't fight.

How long before this bomb throwing, was this conversation? About 20 days.

Did you see him again before the bomb throwing?—No.

Did you threaten him?—No. When he told you to go away what did you do?—I walked away.

And you did not see him again, until, when?—Until I saw him in the Hospital.

After describing his arrest, the prisoner said he did not know whether the deceased accused him. He did not hear him tell the two constables to arrest him (the accused).

The case was proceeding as we went to press.

OUTBREAK OF FIRE.

A few minutes after twelve o'clock, mid-night, a fire broke out in the classroom on the second floor of the Ellis Kadoorie School. The building is being reconstructed and the fire is supposed to have been caused by workmen having dropped cigarette ends on the floor. Damage to the extent of \$100 was done. The brigade turned out and in about two hours extinguished the fire with buckets of water.

A CURIOUS STORY.

Demanding a Sum of Money.

At the Police Court this morning, before Mr. E. A. Irving, a man named Oheung Fak was charged with demanding the sum of \$2, by menaces from a man at 7, Fat Hing Street.

Complainant said he offered him \$1 but defendant would not take it. He was afraid of defendant.

Mr. Irving:—What were you afraid of?—He said he was a bad character and must have money. He asked for four dollars at least.

Complainant, continuing, said he gave the man \$2. He then went away, but some of complainant's folks followed the man and asked for the money back. As he would not hand the money back there was a fight between the folks and the defendant.

Defendant said he went to smoke opium in the complainant's place and when he fell asleep afterwards the complainant became angry because he (defendant) was occupying his place.

Defendant was sentenced to three months' hard labour and four hours' stocks.

DEATH OF MR. J. H. LEWIS.

It is with regret that we learn of the death of an old Hongkong resident, Mr. John Hughes Lewis, the head of the well-known shipping firm of Douglas, Lapraik and Co., which took place at his residence at Hythe, Kent, on the 28th inst.

Mr. Lewis began life as an apprentice on the one of the old sailing vessels, and, many years ago, came to the East in a clipper. Later he took up tea-planting in Ceylon, and this he abandoned to return to Hongkong as a clerk with Messrs. Douglas, Lapraik and Co. He spent some time in Formosa, and ultimately made Hongkong his home. His advancement was rapid. He became a partner in 1893 and on the death of the senior member of the firm, Mr. John Lapraik, Mr. Lewis purchased the business from the executors of the estate.

He maintained his active interest in the firm until the year 1904, when he withdrew into semi-private life. In 1909 he returned to Hongkong for a brief business-visit, and since then he had been living in retirement in Kent.

The well-known Maltese Cross flag of the Douglas boats in Harbour are at half-mast to-day.

ATTEMPTED SHIP ROBBERY.

The quartermaster of the s.s. Halvard has reported that about two o'clock yesterday morning his boat was lying in the Harbour, two boats approached it and three men boarded the Halvard. They covered him with revolvers and eventually ten others boarded the ship. They went to No. 4 hold and hoisted up six bales of silk. A comrade of the foki came and gave an alarm. The quartermaster got away and informed the captain and the second officer. The ship's crew was turned out but the men who tried to rob the ship escaped.

A CAPTAIN'S DISMISSAL.

This afternoon in the Summary Court, before Mr. Justice Gompertz, the case was continued in which Fok Tain, sued the Tai Wo Steamship Co., claiming \$70 as damages for alleged wrongful dismissal, without notice, from the employ of the defendant firm, as captain of the s.s. Shing Tai.

Mr. Needham, of Messrs. Ewen and Harston, appeared for the plaintiff, and Mr. W. R. L. Shenton, of Messrs. Deacon Looker and Deacon, for the defendants.

It will be remembered that the plaintiff alleged that on going to his ship one morning, he found some one else in charge, who gave him a letter stating his services were no longer required. The defendant called evidence to the effect that it was customary on the West River steamers for only one day's notice to be given on either side. There was another defence, that the plaintiff dismissed himself.

Judgment was given for the plaintiff, with stay of execution for seven days.

NOTES AND COMMENTS.

Lord Roberts and Conscription.

Coming from a soldier so renowned, experienced and revered as Lord Roberts, any argument on behalf of compulsory military service must necessarily be received with at least due respect. And yet! To talk in favour of conscription to the Britisher, is to offer a red flag for the consideration of an angry bull; and if Lord Roberts had had less claim to universal deference, we would have ventured a wish that he had held his tongue. The Britisher is a queer, obstinate sort of animal. Up to a certain point you may do what you like with him; in a score of ways you may lead him with a pack-thread; but you must not touch the institutions which he regards as sacred. And first and foremost among these, is the liberty of the subject.

Conscription not Wanted.

John Bull argues—and from excellent premises—that one volunteer is worth ten pressed men; and even though Lord Roberts spake with the tongues of men and of angels, he could not shake that conviction. John Bull does not forget that, in the old press-gang days, long-shore lubbers who were Shanghai'd on board of our war-ships would even mutilate themselves rather than fight; nor does he forget that, in the Crimea, Russian officers were seen beating their own conscripts into battle with the flat of their swords. Without question, there are certain men, no matter what their nationality, who, while being sound enough in wind and limb, have yet a constitutionally unhealthy dislike of fighting. Then why force such people into the battle-field, where they would be "more plague nor profit"? When the position of the British soldier is more generally regarded as an honourable one, and when due provision is made for the post-service life of men who have given their best years and best strength to their country, there will be no dearth of willing recruits.

Mr. Belloc's Prophecy.

Mr. Hilaire Belloc has enlisted the aid of the "Yellow Dragon" in discovering something more concerning a comparatively unknown book, "The Wallet of Kai Lung". Greatly daring, he says that sooner or later it will count as an English classic. With all respect to Mr. Belloc, who knows good literature from moderate literature as well as any man living, not even he can be certain on a matter of this kind. If he says that the book has genius, we may safely take it that it has genius; but, when he claims permanency for it, we are disposed to think that he has let his pen and his judgment run loose for a minute. Can it be that Parliamentary life has somewhat dulled his critical faculty? He is a literary man, who is out of place at St. Stephens, just as John Morley has always been, and Mr. Balfour, and the late Mr. Gladstone himself. Whatever success may have been theirs in the House of Commons, their real place was the study.

"An Ill Wind," etc.

It is a little too bad that the chair and rickshaw coolies should choose to go out on strike just as we are experiencing something in the nature of a heat wave. But however hard may be the lot of persevering humanity in Hongkong, there is at least one consolation, namely that one can now walk down the streets without being barked at and yelled to by the raucous-voiced hordes of bearers and pullers. Thus does the law of compensation operate in the present situation. One can now walk openly abroad and breathe freely, in the glorious certainty that when he turns a corner he may go on his way undisturbed. Under conditions such as these, life becomes really bearable in Hongkong. The unfortunate thing is that these happy conditions will not last for ever. We shall welcome the chairs and the rickshaws, back again but not the shocks to our nervous systems, which their reappearance inevitably involves. And even as we write these words are hard on us, for news comes to hand that the coolies are again starting work. Anyhow, we've had a brief respite.

THE STRIKE.

Coolies return to work this afternoon.

The strike of ricksha and chair coolies has proved, as we anticipated yesterday, little more than a storm in a tea-cup. It was confidently believed that the men would resume work last night; but owing apparently to various trifling disagreements among the men themselves, a general start was not made by the rickshamen till noon to-day.

The strike has not been as general as was at first thought. Not only did the Kowloon coolies take no part in it, but public rickshas were plying round West Point yesterday afternoon and evening; and various stray vehicles were seen near the Hongkong Hotel in the early part of this morning. Further, the chair coolies at the Peak have—no believe without exception—stuck to their work throughout.

Naturally we have received the full crop of scares, rumours, false alarms and suggestions from divers quarters, and the sifting of all these has entailed more labour than profit. The rumours are too generally known to call for recapitulation.

In its issue of this morning the "Morning Post" said:—"If it is true several cases at the Magistracy yesterday, in which the defendants, chair or rickshaw coolies, were charged with minor offences, were put off on account of the strike, then we think there are grounds for criticism. What- ever may have been the motive for such a step, only one construction would be placed on it by the coolies themselves. It would be fatal to meet their impatient outbreak other than with the firmest and severest measures."

If there be truth in the statement, those responsible for the supposed postponement cannot be considered to have taken up a very wise or dignified position. We shall anxiously await further information on the subject.

Suggestions.

As to suggestions, one reaches us to the effect that "it would be as well if the Government took the chairs and rickshaws of the Colony. The coolies could apply each day at the police stations in the different districts, and pay over their fees to the officer in charge, just as they do now to private firms. The Sanitary Inspectors, in the course of their rounds, could supervise them, and the coolies would be under better control. The expense of such an undertaking would not be great and the benefits that would accrue from the enterprise would not only compensate the authorities but convenience the public."

The Registrar General learns the men profess to be labouring under a variety of grievances; but—and here we heartily congratulate the Government on taking a firm stand—they have been given very distinctly to understand that, so long as they remained on strike, these would not be listened to. When once they are all back at their regular work they will be at liberty to advance whatever complaints they choose, and these will have a fair hearing and, where necessary, full consideration.

A chair coolie who was a striker was sentenced to fourteen days' imprisonment at the Police Court this morning, for assaulting a ricksha coolie near the Kowloon Theatre. A proprietor of rickshas was travelling in the ricksha at the time, and he caught the defendant.

Ricksha Coolies Fined.

Three more ricksha coolies were charged before Mr. C. D. Melbourne at the Police Court, this morning, with behaving in a disorderly manner in Queen's Road Central, at 6.15 a.m. yesterday.

A Chinese detective said he heard one of the defendants call out to another ricksha coolie "Don't draw rickshas or you will be killed."

The coolies were fined \$2 each, or, in default, five days and bound over, in sums of \$100 to keep the peace for six months.

Mr. Melbourne remarked that men who wanted to work must be protected.

Had to Get Money. Another ricksha coolie was charged before Mr. C. D. Melbourne at the Police Court, this morning, with behaving in a disorderly manner in Queen's Road Central, at 6.15 a.m. yesterday.

bourne, at the Police Court, this afternoon, with stealing an earring from a woman. When the defendant was arrested he told the police he was on strike and he had to get money from somewhere.

A witness stated he heard a dispute over money between the prosecutrix and the defendant.

It was proved, however, that the witness was not present at the time and he was fined \$3 for giving false evidence, whilst the coolie was sent to goal for six weeks, ordered to be kept in the stocks for four hours, and birched.

LEGISLATIVE COUNCIL.

Developments at Sam Sui Po.

At Thursday's meeting of the Legislative Council, Hon. Mr. E. Osborne will put the following questions:—

1. In view of the developments now proceeding at Sam Sui Po and Ap Lei and in view of the fact that these places are accessible to wheeled traffic for only part of the way will the Government at an early date take steps to improve the communication to this district?

2. Will the Government undertake the construction of a ricksha road from Sam Sui Po to Lai Chi Kok, in order to give access to the Petroleum Installation, Brewery, Quarantine Station (now used as a Barracks) and bathing grounds in the vicinity?

Orders of the Day.

The following are the orders of the day:—

Second reading of the Bill entitled An Ordinance to make provision for the appointment of and to define the powers of the Crown Solicitors and Assistant Crown Solicitors of the Colony.

Second reading of the Bill entitled An Ordinance to provide for the incorporation of the Church Body of the China Congregational Church in Hongkong. Committee on the Bill entitled An Ordinance to consolidate and amend the law with respect to vehicles and traffic.

Committee on the Bill entitled An Ordinance to authorize the Appropriation of a further Supplementary Sum of Twenty-eight thousand six hundred Dollars and forty-five Cents, to defray the Charges of the Year 1911.

Third reading of the Bill entitled An Ordinance to apply a sum not exceeding Seven million one hundred and sixteen thousand four hundred and fifty-four Dollars to the Public Service of the year 1912.

Second reading of the Bill entitled An Ordinance for effecting the final revision and amendment of the Ordinances of the Colony from 1844 to 1912 inclusive before incorporating them in the New Revised Edition of the Laws of the Colony.

Second reading of the Bill entitled An Ordinance to amend and consolidate the Law relating to "Chinese Passenger Ships as defined by the Chinese Passenger Act, 1855, and concerning Asiatic Emigrants generally."

Second reading of the Bill entitled An Ordinance to amend the Tramway Ordinance, 1902.

HAUL OF RIFLES.

Last night, an officer of the Harbour Department boarded a junk which was one of a number laying off Cheung Chau. The visit was for the inspection of licences, but finding some arms and ammunition on board, P. O. Drury was communicated with and that officer, with others made a search of the fleet, of twelve junks, with the result that 19 rifles, ammunition, dynamite and detonators were discovered.

Charges relating to the matter were preferred and the case was being heard at the Marine Magistrate's Court as we were going to press.

ALLEGED KIDNAPPING

The four men and seven women charged with kidnapping eleven children, five males and six females, under the age of fourteen years, appeared before Mr. E. A. Irving, at the Police Court, this afternoon.

Mr. Gardiner, and Mr. Lewis, of Messrs. Johnson, Stokes and Master, appeared for a number of the defendants.

The charge against them was withdrawn on the understanding that they would all be deported.

LAW SOCIETIES.

CITY OF LONDON SOLICITORS COMPANY.

The Law of Everyday Life.

The following is taken from the "Law Times":

Mr. J. C. Holmes (Master) presided at the second lecture of the session of the City of London Solicitors' Company, at the Hall of the Pewterers' Company, Lime Street, on Monday. Among those present were Sir Homewood Crawford (City Solicitor), Messrs. D. A. Howdon, J. B. Hartley, G. McNair, M. O. Matthews, T. H. Rossted, and Hugh D. P. Francis (Clerk).

Mr. F. D. Mackinnon lectured on the "Law of Everyday Life." He observed that everybody was supposed to know the law; but the fact was that even the lawyer did not know the law—all that he knew was where to find it. Life, indeed, would be full of terrors if it was necessary for everyone to know the law, and, fortunately, there were very few occasions when the average man was expected to be acquainted with it. Nevertheless, in everyday life there arose from moment to moment occasions which involved the exercise of legal rights and liabilities, in regard to which if it were necessary to work them out to their ultimate result, it would be most difficult to say where was the remedy, or how far one was placed in danger with regard to them. The simplest matters of daily life, which involved so little, as far as money was concerned, that it was not worth anybody's while to have them thrashed out, were those which furnished the most difficult of problems. As Mr. Justice Hamilton once said in a celebrated judgment over a dispute involving the sum of two or three shillings, "Claims which involve the least money involve the most law." Obviously, contracts were being made and broken all day long. Starting in the morning with breakfast, there might be a bad egg on the table, and this involved a very nice question as to the claim against the grocer who supplied it as to whether there was an implied warranty that it was fit for consumption. He should not attempt to answer any of these problems, but would propound some of them which might furnish matters for useful consideration. After finishing breakfast, when a man left his house to go to business he was exercising the right of walking along the road, which might involve the law of highways. When he crossed a footpath he might be exercising a right of easement, or possibly the law of right-of-way. Entering an omnibus to go to the station, there was at once a contract. If he approached the station by a foot path he went along it as a licensee, and his rights in case he was hurt or damaged would be dependent upon the exact rights a licensee in that position possessed. When he bought his railway ticket, there was another contract and warranties on the part of the railway company. If he wanted to light his pipe and went to an automatic machine for matches, there would be an intimation that if he put in a penny he would get the matches. The putting in of the penny turned that offer into a contract made on one side and accepted by the other. He would obtain the matches in fulfilment of the rule that, under a sale of goods, the payment of the price and the delivery of the goods had to be concurrent actions. There was, he supposed, a warrant on the part of the owner of the machine that the matches were fit for their purpose of striking a light. Supposing he found the box contained only a few matches, presumably it would be part of the offer made by the owner of the machine that the box should contain a reasonable quantity of matches. If the penny were put in and no matches came out, he might, perhaps, think he was entitled to break open the machine; but his right would be subject to the law.

(Continued on page 1.)

EX-CONVICT LABOUR.

Interesting Views of Manila Chief Engineer.

Mr. Clarence W. Hubbell, M. A. M. Soc. C. E., chief engineer of the Bureau of Public Works in Manila gave an exclusive interview to a "Telegraph" representative yesterday, prior to his steaming for his home in Detroit, Michigan, on an eight months' leave.

"A point about Manila affairs that has not been touched on," Mr. Hubbell said, "is the use that we, in the Engineering department, make of the ex-prisoners from Bilbid goal. The general public, and the average merchant have a not unnatural dislike for the employment of ex-convicts, but this is manifestly unfair.

"Two years ago we began taking them on as workmen in various capacities, and with rare exceptions I have found them honest and hard working. Since then we choose them in preference to almost any other labourers.

"The reasons why most of them are so reliable and efficient," Mr. Hubbell continued, "are, first, that they want to reinstate themselves in the eyes of their fellow men; secondly, their sojourn in prison has made them accustomed to discipline and taught them to obey orders; thirdly, they have learned how to use tools, and use them well; and, fourthly, their bodies have been taken care of, properly fed and kept clean. And, I may add, the cleanly habits that they have had drilled into them, stick!"

"The average Philippine workman is a half starved affair, who has not the physical endurance necessary for our strenuous work, whereas, as I have said, the ex-convicts are fine types of men.

"Another thing that is being done, much to the benefit of Manila, is the shipping out of 'undesirable' Americans. Last month we gave thirty of them free transportation on government ships and dumped them all in 'Trisco.' They are a bad lot and pervert many of our men, who would otherwise be useful assets to us."

When asked about trade, especially with reference to the Japanese, Mr. Hubbell said:

"The Japanese do not make any inroads on our business, though they are cutting heavily into the general trade of the Orient. They can do this because of the subsidization of their companies by their government. Other nations do not assist their merchant marine in this way.

"No, the Chinese are our best merchants by far. Here is an incident of their way of doing business that I personally witnessed:—

"I was bound up the coast on a revenue cutter, and an American travelling salesman, a good fellow who was selling sweets, asked permission to go. At a small port he found a very old Chinese who had a little shop. More in fun than anything else, the 'drummer' asked if he could sell him some candy. The Oriental gravely sampled everything, then, pointing to the gaily coloured gum-drops, said: 'I'll take five tons of those!'

"Of course the American thought it was a joke, but it turned out that this old chap owned 200 little shops all over the Island, and as he produced the money the deal went through. 'I cannot say enough of the clean business ways of the Chinese with us, as contractors and in every other way.'

Concerning the recent typhoon Mr. Hubbell said:—"It was the worst for many years. Twenty inches of rain fell in 21 hours, (Continued on page 1.)

To-day's Advertisements

NOTICE.

THE ANNUAL GENERAL MEETING of the Onagawong Cricket Club will be held at the Pavilion on FRIDAY, the 1st November at 5.30 p.m.

R. BASA.

Hongkong, 30th Oct., 1912. [806]

SS. "DAORE CASTLE."

TENDERS are invited by the Undersigned, on behalf of the Underwriters, for purchase of the wreck of the above steamer as she lies at Kunglung.

For further particulars apply at our Offices, 81, De Vaux Road. GILMAN & CO., Lloyd's Agents. Hongkong, 30th Oct., 1912. [807]

NOTICE.

WE, the undersigned, M. Y. SAN & CO., hereby inform the public that MAR YUK SAN has been the only manager to transact the business of the said Company. We are now proceeding to enlarge our business elsewhere and MAR YUK SAN will, sometimes on Company's business, probably be absent from this Company.

We have therefore, from this date until further notice, appointed FUNG KWAN LUNG as assistant manager for the transaction of the business of the said Company and to future the transaction of the business of this Company will be carried out either by MAR YUK SAN or FUNG KWAN LUNG, of whom one of the signatures, together with the Company's chop, must be necessary for purchases, sales, or receipts of money for this Company. Without one of their signatures and the Company's chop no purchases, sales, or receipts of money will be recognized.

M. Y. SAN & CO., Confectioners, No. 96, Queen's Road Central. Hongkong, 30th Oct., 1912. [808]

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship "JAPAN."

Capt. L. Y. Archdeacon, will be despatched for the above ports on FRIDAY, the 8th prox., at 1 p.m.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120.

For Freight or Passage, apply to DAVID SABBOON & CO., LD., Agents. Hongkong, 30th Oct., 1912. [809]

CITY AND HILL DISTRICT WATER WORKS.

IT IS HEREBY NOTIFIED that, in consequence of the threatened shortage of water during the present dry season, the services to houses in the Rider Main Districts will be disconnected from the mains as soon as public fountains, from which a supply of water can be obtained, have been erected in the streets. The erection of public fountains is about to be proceeded with and the services to houses will be disconnected as the provision of such fountains proceeds.

(Sd.) W. CHATHAM, Water Authority. Public Works Office. Hongkong, 30th Oct., 1912. [810]

CITY AND HILL DISTRICT WATER WORKS.

AS the rainfall during the current year has been much below the average and as the dry season has set in earlier than usual, the City and Hill Districts are threatened with a serious shortage of water. The co-operation of the public in preventing the waste or extravagant use of water and in extending every possible economy in its use is invited.

(Sd.) W. CHATHAM, Water Authority. Public Works Office. Hongkong, 30th Oct., 1912. [811]

J. T. SHAW, TAILOR & OUTFITTER

THE LIGHTEST WEIGHT AERTEX CELLULAR IN TENNIS, DAY, TUNIC AND UNDERSHIRTS.

TO BE OBTAINED

J. T. SHAW HONGKONG HOTEL, QUEEN'S ROAD

DAIRY FARM NEWS.

DAIRY FED PORK

Charles Lamb in his dissertation on the PIG, was the first to tell us how the Chinese love their pig—dead and roasted; but it is not for us! We know that pig, and SOME of the things he is fed on—but not all!

Ah; but this is DAIRY FARM PIG, a dainty little fellow, fed on the fat of the land, DAIRY FARM MILK and all the good things in pigdom.

Is there any difference in Pork? Well, for goodness sake, where do you live? Buy it, try it, eat it, then you will KNOW. Cooked to a turn—the Chinese know how—and the "crackling"—UM.

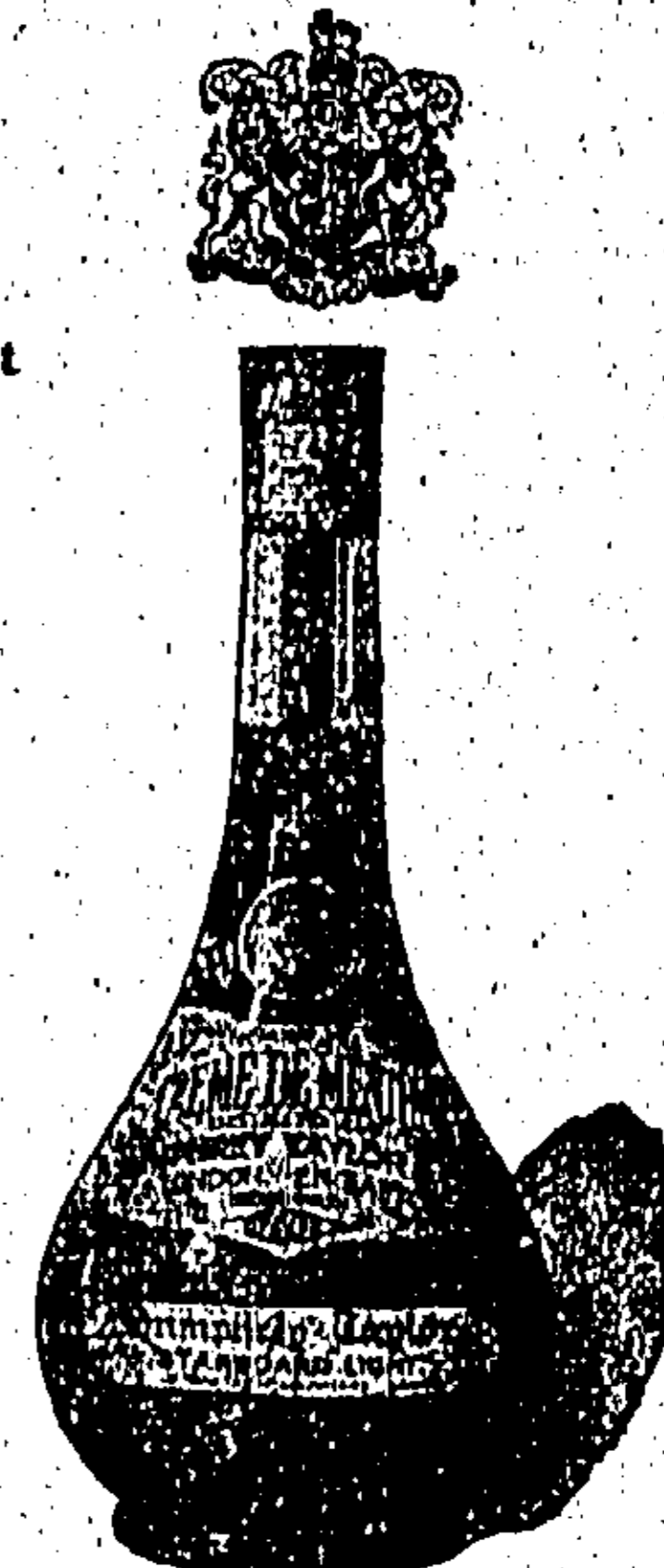
Don't wait for Christmas, you may be dead before that—and so may the pig!

October 18, 1912.

HUMPHREY TAYLOR'S LIQUEURS

By Royal Warrant to H.M.

of Appointment King George V



GARNER QUELCH & CO. Sole Agents, Td. 330.

A HANDSOME PICTURE FREE.

Save the coupons now being packed with Messrs W. D. & H. O. Wills' celebrated "THREE CASTLES" cigarettes.

Upon receipt of 100 COUPONS, you will be sent postpaid, a beautiful photograph of a famous painting.

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HONGKONG.

Telephone No. 125.

Hongkong, 10th October 1912.

Shipping

CANADIAN PACIFIC RAILWAY COMPANY'S.
ROYAL MAIL STEAMSHIP LINE.
"EMPEROR LINE."

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"E. of Japan" ...	Satur. Nov. 16	"E. of Britain" ...	Fri. Dec. 13
"Montevideo" ...	Dec. 14	"E. of Britain" ...	Fri. Jan. 10
"E. of India" ...	Jan. 11	"E. of Ireland" ...	Feb. 7

All steamers leave Hongkong at 7 A.M.
To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
Corner Paddar Street and Praya (Opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

SWATOW, SHANGHAI, CHEFOO & NEW-CHANG	TINSANG	Friday, 1st Nov., Noon.
SINGAPORE, PENANG & CALOUTTA	KUMSANG	Saturday, 2nd Nov., Noon.
MANILA, SHANGHAI, SWATOW, HANGSANG	LOONGSANG	Saturday, 2nd Nov., 2 P.M.
SINGAPORE, SAMARANG & SOURABAYA	FAUSANG	Monday, 4th Nov., Noon.
TIENSIN	CHEONGSHING	Friday, 8th Nov., Noon.
MANILA	YUENSANG	Saturday, 9th Nov., 2 P.M.
SHAI, KOBE & MOJI	NAMSANG	Monday, 11th Nov., Noon.

RETURN TOURS TO JAPAN (Occupying 24 days).
The steamers "Kumsang" and "Loongsang" leave about every 8 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fausing" and "Kumsang" leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A fully qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Tientsin & Newchwang.
† Taking Cargo on Through Bills of Lading to Koda, Lahad Dairu, Singapore, Tawau, Uluken, Jesselton and Labuan.
For Freight or Passage, apply to JARDINE MATHESON & CO., LD.
Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY
"SHIRE" LINE SERVICE

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

For	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	FLINTSHIRE	20th Nov.

HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
AND THE CHINA NAVIGATION CO., LTD.
HONGKONG-CANTON LINE.
HONGKONG TO CANTON
WEDNESDAY, 30th OCTOBER.
10.00 p.m. "KINSHAN." 5 p.m. "FATSHAN."
THURSDAY, 31st OCTOBER.
8.00 a.m. "HONAM." 8.00 a.m. "HEUNGSHAN."
10.00 p.m. "FATSHAN." 5.00 p.m. "KINSHAN."
These steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651

HONGKONG TO MACAO.

Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO

(SUNDAY, 3rd NOVEMBER.)

The Company's Steamship "SUI AN," will depart from the Company's WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M.
The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's WING LOK STREET WHARF.
This steamer connects with the excursion steamer returning from Macao at 5 P.M.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.
Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 P.M.
Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 589 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.
HOTEL MANSION (FIRST FLOOR).
Opposite the Bank of China.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

Destination	Steamers and Displacement	Sailing Dates
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO, SOERABAYA & PORT SAID	KITANO MARU, Capt. F. E. Cope, T. 10,400 IYO MARU, Capt. R. Tokeda, T. 12,500	WEDNESDAY, 6th Nov., at D'light. WEDNESDAY, 20th Nov., at Daylight.

VICTORIA, B.O. & SEATTLE via MOJI, KONA, YOKKAICHI, & YAMAGUCHI	YOKOHAMA MARU, Capt. K. Noda, T. 12,500 SHINABA MARU, Capt. S. Tomimaga, T. 12,500	THURSDAY, 7th Nov., at Noon. TUESDAY, 19th Nov., at Noon.
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SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNVILLE & BAIRATH	NIKKO MARU, Capt. M. Yagi, T. 9,300	FRIDAY, 22nd Nov., at Noon.
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BOMBAY & SINGAPORE & COLOMBO	KAWACHI MARU, Capt. A. Christensen, T. 6,900	MONDAY, 11th November.
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CALOUTTA via SINGAPORE, PENANG & RANGOON	HAKATA MARU, Capt. H. Nomura, T. 12,500	SATURDAY, 2nd November.
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KOBE & YOKOHAMA	TANGO MARU, Capt. K. Kawata, T. 13,500	THURSDAY, 7th Nov., at 11 A.M.
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SHANGHAI & KOBE	JINSEN MARU, Capt. M. Maehida, T. 5,000	WEDNESDAY, 30th November.
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SHANGHAI & MOJI & KOBE	ISANUKI MARU, Capt. J. Teranaka, T. 12,500	WEDNESDAY, 6th November.
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N'SAKI, KOBE & YOKOHAMA	KUMANO MARU, Capt. M. Winkler, T. 9,800	WEDNESDAY, 20th Nov., at Noon.
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† Cargo only.

† Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1913.
FOR EUROPE.

Steamer	Tons displacement	Leaving H.K.
Mishima Maru	10,000	29th January.
Kaga Maru	12,000	12th February.
Atsuta Maru	10,000	26th February.
Hikohito Maru	13,000	12th March.
Miyasaki Maru	10,000	26th March.
Kikaku Maru	10,000	9th April.
Iyo Maru	12,500	23rd April.
Hirano Maru	10,000	7th May.
Tango Maru	13,500	21st May.

FOR AMERICA.

Inaba Maru	12,500	11th February.
Shidzuoka Maru	12,500	25th February.
Tamba Maru	12,500	11th March.
Awa Maru	12,500	25th March.
Sado Maru	12,500	4th April.
Yokohama Maru	12,500	22nd April.
Inaba Maru	12,500	6th May.
Shidzuoka Maru	12,500	20th May.

(Subject to change without notice.)

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To Sail
SHANGHAI	"CHENAN"	3rd Oct., 4 P.M.
NEUCHANG	"KALAN"	1st Nov. D'light.
SHANGHAI	"LINTAN"	2nd " M'light.
MANILA, OEBU & ILOILO	"TAMING"	5th " 4 P.M.
TIENSIN	"HUICHOW"	18th " 4 P.M.

This steamer has superior accommodation with Electric Light throughout and Electric Fan in State-rooms. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

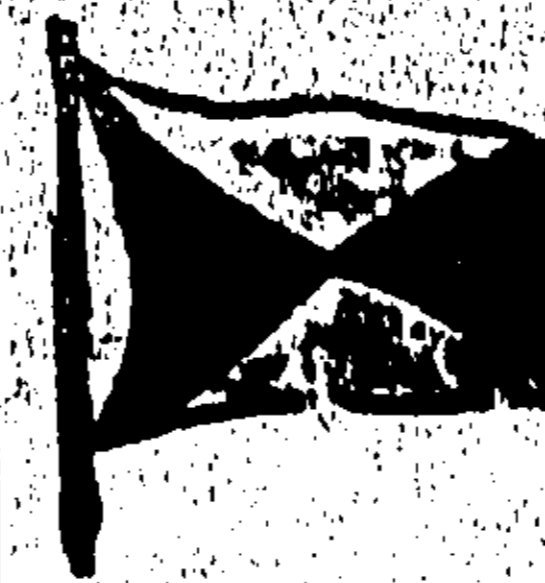
S.S. "LINTAN" and S.S. "SANUL"
MAJILA LINE—Twin "crew Steamers" "Tan" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kallong" is situated on deck, aft. Electric Fans fitted.
SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anan, Ohsan, Lisan, Ohsan)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.
These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.
Reduced Fares:—Single \$45. Return \$75.

NEW SERVICE.

SHANGHAI TO ANTUNG

Sailing on alternate Wednesdays.
For Freight or Passage apply to BUTTERFIELD & SWIRE.
T. House No. 34.
Hongkong, 29th October, 1912.

Shipping

HONGKONG—PHILIPPINES.
PHILIPPINES STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu.	THURSDAY, 7th Nov., 4 P.M.
ZAPIRO	4000	Cross	Manila, Mangarin, Iloilo and Cebu.	SATURDAY, 16th Nov., 4 P.M.

For Freight or Passage apply to:

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong 25th October, 1912.

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JAVA-CHINA-JAPAN LIJN.

Regular fortnightly service between JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjikini	JAPAN	2nd half Oct.	JAVA	2nd half Oct.
Tjiluwong	JAVA	—	JAPAN	—
Tjipenas	SHANGHAI	—	JAVA	1st half Nov.
Tjibodas	JAVA	1st half Nov.	SHANGHAI	—
Tjitarom	JAPAN	—	JAVA	—
Tjimali	JAVA	—	SHANGHAI	—
Tjimanok	JAVA	2nd half Nov.	JAPAN	2nd half Nov.
Tjilatjap	JAVA	1st half Dec.	JAPAN	1st half Dec.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.
For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375

York Building.

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TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe. PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Nippon Maru"	21,000	A. G. Stevens	Oct. 29th, Noon.
S.S. "Tenyo Maru"	21,000	E. Bent	Nov. 5th, Noon.
S.S. "Shinyo Maru"	21,000	H. S. Smith	Nov. 26th, Noon.
S.S. "Chiyo Maru"	11,000	W. W. Greene	Dec. 21st, Noon.

These steamers are equipped with Turbine Engines and Triple Sorens. All steamers carry Japanese Government wireless telegraph and post office. The steamer "Tenyo Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU on TUESDAY, the 5th Nov., at Noon.

INTERMEDIATE SERVICE.

The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU on TUESDAY, the 29th October, at Noon.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Mazatlan and the Tehuantepec National Railway at Salina Cruz.
Only Regular Direct Service to Mexican, Chilean and Peruvian Ports. PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

Steamer	Tons	Date of Sailing
Hongkong Maru	11,000	Tuesday, December 8, Noon.
Kiyo Maru	17,500	Saturday, February 1, Noon 1913.
Buyo Maru	10,500	Thursday, April 8, Noon 1913.

For Further Particulars as to Fares and Freight apply to S. MORIMOTO, Agent (KING'S BUILDING Opposite Blake Pier)

"THE BIG" 4 OF THE PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
27,000 tons, twin screws.	27,000 tons, twin screws.	18,000 tons, twin screws.	18,000 tons, twin screws.
Also Nile, 11,000 tons, China, 12,000 tons, and Persia, 9,000 tons.			

From Hongkong calling at Shanghai, Nagasaki, Kobe (Via Inland Sea), Yokohama and Honolulu (The Paradise of the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

LIGHTS AND FANS Individual Electric Reading Light in each berth and Electric Fan in each State-room.
SWIMMING TANK Is installed on deck for salt water plunge. Baiting suits on board.
BAND Philippine string Band Concerts each afternoon and also during Time and Dinner.
CUIRINE The Cuisine is under the direct supervision of one of the world's most famous chefs.
GAMES AND AMUSEMENTS Deck Games, such as Quits, Shuffle board and all kinds of gymnastic sports, are arranged during the voyage, as well as indoor amusements, such as musical entertainments. Dances and "Wasserman" Ball are also arranged to while away the time.
WIRELESS AND SUBMARINE SIGNAL SERVICE The most powerful Wireless Telegraph apparatus is installed on all steamers, and Submarine Signal Service is used as an additional measure of safety.
BILGE KEELS Are fitted to the ships to prevent rolling at sea, thus ensuring steadiness and constant comfort.
THIS COST is not more by this route with its unlimited opportunities, than by any other route.
For a return ticket to London by this route, including berth and meals across America, to San Francisco via Japan and Hongkong the cost is \$45. For the INTERMEDIATE SERVICE First Class accommodations are provided for \$45 to London (return ticket) and to San Francisco.
SPECIAL RATES to officers, Army, Navy, Consular or Civil Service.

Steamers	Tons	Starting	Nov. 12th, at 1 p.m.
"Perla"	9,000	Nov. 12th, at 1 p.m.	
"Korea"	18,000	Nov. 19th, at 1 p.m.	
"Siberia"	18,000	Dec. 3rd, at 1 p.m.	
"China"	10,200	Dec. 10th, at 1 p.m.	
"Manchuria"	17,000	Dec. 17th, at 1 p.m.	
"Nile"	11,000	Dec. 31st, at 1 p.m.	

Passenger holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.
* Intermediate Steamer.
LET US PLAN AN ITINERARY FOR YOU
KING'S BUILDING (Opp. Blake Pier). FRED J. HALTON, Telephone No. 141
Hongkong, 26th September, 1912. Agent.
Panama-Pacific International Exposition-San Francisco-1915.

WING KEE & CO.

47-49, Cross Street Rd.

SHIPHANDLERS.

PROVISION & COAL

MERCHANTS

Hongkong, 29th Oct. 1912.

MEE CHEUNG.

47-49, Cross Street Rd.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

Hongkong, 29th Oct. 1912.

LOG BOOK.

Captain P. W. Williams.

The "Singapore Free Press" observes that the numerous friends in the Straits Settlements of Captain P. W. Williams, late chief officer of the Apsar steamer "Japan," may be interested to learn that he has been appointed assistant superintendent of the Weights and Measures Department of the Calcutta Chamber of Commerce.

In Memory of Mr. J. H. Scott.

As a sign of respect to the memory of the late Mr. J. H. Scott, head of Messrs. Butterfield and Swire, all the ships of the company have donned their official mourning of the company, which consists of a blue strip painted round the sides of the ships in place of their familiar white band. This colour, says the "Shanghai Mercury," will be worn by the ships for one year.

Wireless Telegraphy and Submarines.

The French are still persevering in their endeavour to improve the existing means of communication with submarine boats by wireless telegraphy. The surface connection has now been made more efficient by fitting the submarines with masts, so ingeniously fixed that they can be "stowed" before the boats are submerged; and in such short time is the mast placed in the diving position that there is practically no delay in carrying out the submerging operation. This in itself is a step forward, but the means of communicating while the boat remains under water is also being pursued with an increased amount of success; and it is hoped that the time is near at hand when the captain of a submarine will be able to send and receive messages, not only to his senior officer in a surface vessel, but also to a pilot overhead in a waterplane.

A great deal has been said about the aeroplane as an enemy of a submarine, but it must also be remembered that it is possible for these craft to co-operate, and that the man under water can be given highly valuable information from the man aloft. The attack on submarines by means of bomb-dropping aeroplanes is not likely to be so effective as some persons imagine, because the submarine forms but a very small target when on the surface. When submerged the cushion of water above the vessel is a better protection than armour plates, as can be judged by the way a shell from our heaviest gun is ricocheted when it strikes the water, and simply ploughs a shallow furrow on its surface. The water forms a bomb-proof roof for underwater craft.

New Battleships to be Oil-Driven.

Increased importance has been given to the recently-appointed Special Commission on Oil-Fuel, which has commenced its labours under the chairmanship of Lord Fisher, by the report that in the ships of the new battleship programme, one of which is to be laid down on the slip at Devonport now occupied by the Marlborough, oil alone will be used for the purposes of generating steam. This decision, says the "Naval and Military Record," is destined to have far-reaching effects alike on the design of future vessels and on the personnel required to man them. At present, in our latest battle units, stowage is provided for about 5,000 tons of fuel, of which 1,100 tons may be taken as oil. In the projected "all oil" driven ship, less space would be required for the same quantity of fuel, hence important modifications in design can be made which will increase the power of attack and defence of the new ships. The introduction of oil-driven boilers will also enable the stoker complement to be appreciably decreased (an important consideration with our rapidly-expanding fleet), together with a considerable saving in the weight of stores and fittings required for the maintenance of the boiler installation. The commencement of the new oil-carrying ships, on which the efficiency of the future oil-driven squadrons will to a great extent depend, will take place simultaneously with that of the new battleships.

Shipping

HAMBURG-AMERIKA
LINIE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."
EAST ASIATIC SERVICE,
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to
Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste,
Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and
Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Hongkong, Kobe and Yokohama:	For Marseilles, Hamburg and Ant.
S.S. LIBERIA.....13th Nov.	S.S. SPEZIA.....10th Oct.
" ALESIA.....19th Nov.	For Rotterdam and Hamburg:
" SAMBIA.....5th Dec.	S.S. SAHSEN.....31st Oct.
" ARMENIA.....17th Dec.	For Marseilles and Hamburg:
" BRISGAVIA.....3rd Jan.	S.S. SENEGAMBIA.....4th Nov.
" SILESIA.....14th Jan.	For Havre and Hamburg:
" O. J. D. AHLERS 26th Jan.	S.S. ARCAUI.....5th Nov.
" SUEVIA.....10th Feb.	For Havre, Bremen and Hamburg:
For Further Particulars, apply to:	S.S. SCANDIA.....15th Nov.

Hamburg-Amerika Linie,
Hongkong Office.

BRITISH INDIA S. N.
CO., LTD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, Hongkong and Rangoon.

EASTWARD.
The S.S. "LAWADA," 3,267 tons, Captain C. H. Lane, will be
despatched for YOKOHAMA and KOBE on the 10th November, at Noon,
to be followed on the 21st November, by S.S. "OKARA," Captain Evans,
taking Cargo and Passengers at current rates.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
AGENTS.
Telephone No. 215,
Hongkong, 29th October, 1912.

LOG BOOK.

Steam Turbine Development.

At the present juncture in the struggle for supremacy of various forms of prime movers it is instructive to observe the lines of development of the steam turbine, and to take note of the extent to which it is being linked up with other machinery in its modified forms. The matter is carefully reviewed in a paper by Professor A. C. Christie which has recently been published by the American Society of Mechanical Engineers, and his remarks relate to large steam turbines throughout the engineering world. It is admitted that the fundamental types associated with the names of Parsons, Curtis, Rateau, and Zoelly are each based upon sound theoretical principles; and the conclusion arrived at is that, although in some directions the use of these types up to machines of 1,000 h.p. has received a temporary check, and although certain features have proved unsatisfactory, manufacturers have derived considerable advantage by combining the characteristics of two or more types; while further progress has been rendered possible by the introduction of new metals and new arrangements for diminishing the distortion of casings and spindles, and by a modified scheme of blading. In the struggle against competitors there is also a tendency to compromise between efficiency and manufacturing costs. Its characteristic of these changes that there are now on the market such combinations as Curtis-Parsons, Rateau-Parsons, Curtis-Rateau, and Curtis-Zoelly-turbines. Particular attention has been given to the form of the blades and to the problems of clearance and lubrication; and the question of providing easy access to working parts has also entered into the design of all modern turbines. It is contemplated that turbines will be made shorter and with very stiff shafts, and that peripheral speeds will be increased, and it is fully recognized that future advance will call for a considerable amount of research work, especially in regard to speed regulation. In this connection, as will be seen from an article in another column, Mr. George Westinghouse has great hopes of gearing as a solution of the difficulties attending speed control, even the largest battleships. There is a further field for development in such combinations as alternating-current turbo-generators, turbo-compressors, turbo-blowers, and turbo-pumps, all of which call for special design. The great lesson of the evolution of turbine machinery, in fact, is that its progress depends upon the diversity of invention surrounding the central idea, whereby it is made possible, for engineers to adapt it to the multiplicity of requirements upon which the growth and stability of remunerative engineering business always depend.

Pacific Lines to England.

Tendency on the part of British shipowners to establish a regular steamship trade between ports on the Pacific Coast and the United Kingdom has drawn, says the "Manchester Guardian," favourable comment from the port authorities in Vancouver. The Blue Funnel Line has nine steamers on a monthly service between Great Britain and Vancouver, via the Orient and Suez. The Harrison Line maintains a similar schedule between Great Britain and Vancouver, but by way of the Straits of Magellan with four vessels. The Maple Leaf Line is comparatively a new factor in the deep-sea trade, running from New York to Vancouver via the Straits of Magellan and carrying outward cargoes to Europe. This line runs one boat every five weeks, and probably an additional boat will be placed on the run during the present year. The Maple Leaf Line also loads steamers regularly on the Pacific Coast for the west coast of England, and these steamers carry considerable quantities of canned goods. It is probable that this service will be extended to Manchester, where there is an excellent market for the products of British Columbia, including timber, barley, ore, canned fruit, etc.

Promotions from the Ranks.

Sergt.-Major H. E. Worthing, Rifle Brigade, has been promoted to quartermaster with the honorary rank of lieutenant, in succession to Lieut. and Quartermaster G. Mitchell, who has been transferred from the 4th Battalion Rifle Brigade to the Rifle Depot at Winchester. Mechanist Sergt.-Major A. J. Sanford, Royal Engineers, now on duty at Malta, has been promoted to lieutenant in the Coast Battalion, Royal Engineers.

A. S. C.
It is understood on good authority that several new mechanical transport companies of the Army Service Corps are about to be formed. There are at present 15 of such units.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	Flintshire	J. M. & Co.	20 November
Havre and Hamburg	Aradia	H. A. L.	3 November
Havre, Bremen and Hamburg	Scandia	H. A. L.	20 November
Bremen, Hamburg and Antwerp, &c.	Sithonia	H. A. L.	22 November
Marseilles, &c.	Sachsen	H. A. L.	31 October
Marseilles and Hamburg	Senegambia	H. A. L.	4 November
Marseilles, London and Antwerp via Singapore, &c.	Kitano Maru	N. Y. K.	6 Nov., daylight
Trieste, Fiume, Venice, &c.	China	S. W. & Co.	11 Nov., about
Cape Ports via Mauritius	Dunoric	Bank Line	Begin January
Rotterdam and Antwerp	Glenfarg	S. T. & Co.	6 November

New York, San Francisco and Canada.

Boston and New York via Suez Canal	City of Baroda	Bank Line	25 Nov., about
Baltimore and New York	Saint Patrick	D. & Co.	14 Nov., about
Baltimore and New York via Suez Canal	Indrakula	J. M. & Co.	5 Nov., about
San Francisco via Japan, &c.	Persia	P. M. Co.	12 November
San Francisco via Keelung and Japan, &c.	Korea	P. M. Co.	19 November
Victoria, B.C., and Tacoma	Seattle Maru	O. S. K.	31 October
Victoria, B.C., and Tacoma via Keelung, &c.	Mexico Maru	O. S. K.	12 November
Victoria, B.C., and Seattle via Shanghai, &c.	Yokohama Maru	N. Y. K.	5 November
Vancouver	Monteagle	C. P. R. Co.	14 December
Vancouver, &c.	Lord Curzon	Bank Line	20 November
Mexico, Peruvian and Chili via Japan	Hongkong Maru	T. K. K.	3 December

Australia.

Australian Ports	Eastern	G. L. & Co.	9 November
do do	Changsha	B. & S.	1 November
do do	Nikko Maru	N. Y. K.	22 November
Australian Ports via Manila	Coblenz	M. & Co.	2 November

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroom	J. C. J. L.	Quick despatch
Kudat and Sandakan	Borneo	M. & Co.	2 Middle October
Bombay via Singapore and Colombo	Hakata Maru	N. Y. K.	2 November
do do do	Kawachi Maru	N. Y. K.	11 November
Singapore and Sourabaya	Fausang	J. M. & Co.	4 November
Singapore, Penang and Calcutta	Dilwara	D. S. & Co.	4 November
do do do	Kutsang	J. M. & Co.	20 October
do do do	Kamsang	J. M. & Co.	2 November
Singapore, Batavia, Samarang and Sourabaya	Banri Maru	D. & Co.	7 Nov., about
Japan	Lawada	J. M. & Co.	10 November
do do do	Tjiliwong	J. C. J. L.	Quick despatch
Kobe and Yokohama	Alesia	H. A. L.	19 November
do do do	Prinz Sigismund	M. & Co.	12 Nov., about
Nagasaki, Kobe and Yokohama	Tango Maru	N. Y. K.	7 November
Yokohama and Kobe via Shanghai	Kumano Maru	N. Y. K.	20 November
do do do	E. F. Ferdinand	S. W. & Co.	31 October, about
Kwang-chow-wang and Haiphong	Cheongshing	J. M. & Co.	8 November
Swatow, Amoy and Foochow	Si-Kiang	M. M. Co.	6 November
do do do	Haiyang	D. L. & Co.	1 November
Tamsui via Swatow and Amoy	Haiyang	D. L. & Co.	5 November
Foochow via Swatow and Amoy	Daigi Maru	O. S. K.	3 November
Manila	Kaijo Maru	O. S. K.	6 November
do do do	Loongang	J. M. & Co.	2 November
Manila, Cebu and Iloilo	Yuenang	J. M. & Co.	9 November
Manila, Mangarin, Iloilo and Cebu	Taming	B. & S.	5 November
do do do	Rubi	S. T. & Co.	7 November
Shanghai, Moji and Kobe	Zafro	S. T. & Co.	16 November
Shanghai, Kobe and Moji	Sanuki Maru	N. Y. K.	6 November
do do do	Jelunga	D. S. & Co.	5 November
Shanghai, Kobe and Yokohama	Namsang	J. M. & Co.	11 November
do do do	Australien	M. M. Co.	4 November
Shanghai and Japan	Liberia	H. A. L.	13 November
do do do	Nippon	S. W. & Co.	31 October, about
do do do	Ceylon	A. N. & Co.	17 November
do do do	Danbighshire	J. M. & Co.	1 Nov., about
do do do	Nile	P. & O. Co.	31 October
do do do	Bohemia	S. W. & Co.	4 November
do do do	Tjilatjap	J. C. J. L.	Quick despatch
do do do	Chonan	B. & S.	31 October
do do do	Tjibodas	J. C. J. L.	Quick despatch
do do do	Assaye	P. & O. Co.	7 Nov., about
do do do	Hangsang	J. M. & Co.	2 November

To Sail

FOR CALCUTTA, PENANG
AND SINGAPORE.

(Taking cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

"DILWARA,"
Capt. W. J. Bishop, will be despatched as above on MONDAY, the 4th Nov., at 1 p.m.

DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 29th Oct., 1912. [804]

FOR SHANGHAI, KOBE
AND MOJI.

THE Steamship

"JELUNGA,"
Capt. D. MacFadden, will be despatched for the above ports on TUESDAY, the 5th Nov., 8 p.m.
The Steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a daily certified doctor.
Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120.
For Freight or Passage apply to:
DAVID SASSOON & CO. LTD.,
Agents.
Hongkong, 29th Oct., 1912. [805]

To Sail

Regular Steamship Service

With liberty to call at the Malabar Coast.
"PROPOSED SAILING FROM HONGKONG."

FOR BALTIMORE AND
NEW YORK.

S.S. "SAINT PATRICK" on or about 14th November.
For Freight and further information, apply to

DODWELL & CO., LTD.,
Agents.
H. K. 10th Oct., 1912. [768]

AMERICAN & MANCHURIAN
LINE.

(Bucknall Steamship Lines, Ltd.)

FOR BOSTON AND NEW YORK
via SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

"CITY OF BARODA,"
Capt. Haughton, will be despatched from this port on or about MONDAY, the 4th November.
For Freight, and further particulars apply to:
THE BANK LINE, LTD.
General Agents.
Hongkong, 16th Oct., 1912. [769]

To Sail

THE "INDRA" LINE,
LIMITED.

FOR BALTIMORE AND NEW YORK
via SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

"INDRAKULA,"
Capt. A. H. Smith, will be despatched as above about 5th prox.

This steamer has superior accommodation for a limited number of first class passengers. Fare to Baltimore or New York \$35.
For Freight or Passage, apply to:
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong 16th Oct., 1912. [767]

THE NANYO YUSEN KUMI.

(South Sea Mail S.S. Co.)
FOR SINGAPORE, PATAYIA
SAMARANG & SOUBABAYA.

S.S. "BANBI MARU"
will be despatched for the above ports on or about 7th November.

For Freight, and further particulars apply to:
DODWELL & CO., LTD.,
Agents.
Hongkong, 16th Oct., 1912. [770]

MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

For	Vessel
Bangkok, Lockran.	Nippon.
Shanghai, Nippon.	Seattle Maru.
Japan, Sul Tai.	Talhybuis.
Manila, Talhybuis.	Chonan.
Shanghai, Chonan.	Kalgan.
Newchwang, Kalgan.	Sachsen.
Rutherford, Sachsen.	

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

From	Vessel
Singapore, Nila.	
Shanghai, Diliwara.	
Shanghai, China (A. L.)	

AMERICAN MAIL.

The P. M. S. S. Co.'s s.s. Persia with the American Mail sailed from San Francisco for Hongkong, via Honolulu, the Japan ports and Shanghai on Saturday, the 26th inst.

The P. M. S. S. Co.'s s.s. Korea with the American Mail sailed from San Francisco for this port via Honolulu, the Japan ports and Shanghai on Saturday, the 26th inst.

The P. M. S. S. Co.'s s.s. Siaria left San Francisco for Hongkong via Honolulu, the Japan ports, Shanghai and Manila, on Saturday, the 26th inst.

GERMAN MAIL.

The I. G. M. s.s. Coblenz left Kuchinotsu on Monday, the 28th inst., at noon and may be expected here on or about Friday, the 1st prox., at 6 a.m.

CANADIAN MAIL.

The Yokohama Office of the U. P. R. is in receipt of a wireless message from the R.M.S. Empress of Japan, sent at midnight, on Saturday, the 26th inst., when the vessel was 1,400 miles distant from Japan, advising all well and that the commander expects to reach Yokohama at 6 a.m. on Thursday, the 31st inst.

FRENCH MAIL.

The M. M. s.s. Magellan, with the outward French Mail, will leave for Europe on the 5th prox., at 1 p.m.

AUSTRALIAN MAIL.

The I. G. M. s.s. Prinz Sigismund left Sydney on Saturday, the 19th inst., at 11 a.m., and may be expected here on or about Monday, the 11th prox.

The E. & A. s.s. Empire left Sydney for this port (via Queensland ports and Manila) on October 29th.

MERCHANT STEAMERS.

The Barber Line s.s. Wray Castle sailed from New York on the 18th July, for Hongkong via the Straits.

The P. & O. S. N. Co.'s s.s. Nila left Singapore for this port on the 26th inst., at 7 a.m., and is due here on the 31st inst., at about 4 p.m.

The s.s. Dilwara from Shanghai and Kobe left Moji on Sunday afternoon, and may be expected here on or about the 31st inst., p.m.

The Austrian Lloyd s.s. Clina left Shanghai for this port on the 27th inst., and will arrive here on the 31st inst.

The I. C. S. N. Co.'s s.s. Choyang, from Shanghai, is due at Hongkong on the 1st prox., and leaves for Shanghai on the 10th prox.

The I. C. S. N. Co.'s s.s. Onsang, from Chinwangtao, is due at Hongkong on the 8th prox.

The Shire Line s.s. Denbighshire, from London is due at Hongkong on the 1st prox. She passed Canal on the 1st inst.

The B. I. S. N. Co.'s s.s. Lawada, from Rangoon, via Singapore, is due at Hongkong on the 8th prox., and leaves for Japan on the 10th prox.

The s.s. Kroll from Glasgow and Liverpool left Singapore on the 28th inst., morning, and is therefore due here on the 1st November.

The Bank Line s.s. Polaris sailed from New York on the American and Oriental Line service for Far Eastern ports via Suez Canal on the 5th inst.

The s.s. Egmont Castle sailed from New York on the 13th inst., for the Far East.

The T. K. K. s.s. Hongkong Maru left Honolulu for Yokohama on the 14th inst., where she is due on the 30th inst.

The s.s. Glenartney passed the Suez Canal on Tuesday, the 15th inst., for Hongkong via the Straits.

The Ben Line s.s. Ben Loe, from Leith, Middlesbrough, and London, left Singapore on the 29th October, for this port, and is expected to arrive here on or about 5th November.

VESSELS IN PORT.

SCHEDULE:

Aikoku Maru, Jap. s.s., 2,344 T.	Yokohama, 28th Oct.—Moji
22nd Oct. Coal—M. B. K.	
Camillo, Br. s.s., 2,110 T.	A. M. John
16th Sept.—Tientsin, 17th	Sept. Ballast—A. P. Co.
Changsha, Br. s.s., 1,425 T.	Priest
27th Oct.—Sydney, 4th	Oct. Gen.—B. & S.
Cheongshing, Br. s.s., 1,331 T.	Liddell
28th Oct.—Weihaiwei, 23rd	Oct. Gen.—J. M. & Co.
Chiura, Chi. s.s., 1,177 T.	Jameson
27th Oct.—Shanghai, 24th	Oct. Gen.—O. M. S. N. Co.
Chow Tai, Ger. s.s., 1,130 T.	Behner
24th Oct.—Bangkok, 16th	Oct. Gen.—B. & S.
Dagny, Nor. s.s., 885 T.	Solresen
21st Oct.—Canton, 20th Oct.	Coal—T. & Co.
Ericksen, Nor. s.s., 1,344 T.	Argence
27th Oct.—Canton, 26th	Oct. Ballast—M. B. K.
Fausang, Br. s.s., 1,480 T.	H. S. Mal
27th Oct.—Tegal, 16th	Oct. Sugar—J. M. & Co.
Footing, Br. s.s., 1,428 T.	W. D.
Woloh, 28th Oct.—Guaymas	24th Sept. Gen.—Eng. Hok
Fong.	
Glenfarg, Br. s.s., 2,063 T.	Hartnall
28th Oct.—Shanghai, 25th	Oct. Gen.—J. T. & Co.
Glenfalloch, Br. s.s., 1,424 T.	Gardear
27th Oct.—Singapore, 20th	Oct. Gen.—J. T. Ling.
Haldia, Nor. s.s., 1,065 T.	Jorgensen
28th Oct.—Java, 20th	Oct. Gen.—T. & Co.
Heimdal, Nor. s.s., 792 T.	T. A. Johnson
27th Oct.—Java	17th Oct. Gen.—T. & Co.
Helene, Ger. s.s., 771 T.	Jensen
28th Oct.—Hohow, 27th Oct.	Gen.—J. & Co.
Hikouan, Maru, Jap. s.s., 2,302 T.	S. Watanabe
28th Oct.—Milke	22nd Oct. Coal—M. B. K.
Hongkong, Br. s.s., 1,000 T.	Corradi
28th Oct.—Haiphong	and Pakhoi 28th Oct. Gen.—A. R. Marly.
Japan, S. s.s., 3,202 T.	C. A. Paulson
28th Oct.—Moji, 24th	Oct. Coal—A. Nilsson.
Kalgan, Br. s.s., 1,413 T.	D. R. Davis
29th Oct.—Canton, 21st Oct.	Rice—B. & S.
Kumsang, Br. s.s., 3,077 T.	F. Wheeler
25th Oct.—Moji, 20th Oct.	Gen.—J. M. & Co.
Laertes, Br. s.s., 1,340 T.	Page, 28th
Oct.—Saigon, 17th Oct.	Gen.—Wo Fat Sing.
Looksan, Ger. s.s., 1,020 T.	W. Taubert
17th Oct.—Bangkok, 7th	Oct. Ballast—B. & S.
Michael Jensen, Ger. s.s., 951 T.	J. Petersen
19th Oct.—Hal	phong and Hohow 18th
Oct. Gen.—J. & Co.	
Minnesota, Am. s.s., 1,823 T.	T. W. Garlick
22nd Oct.—Seattle	18th Sept. and Manila 20th
Oct. Gen.—N. Y. K.	
Nankin, Br. s.s., 4,264 T.	Jones, 29th
Oct.—Shanghai, 23rd Oct.	Gen.—B. & S.
Paul Leont, Fr. s.s., 1,993 T.	Lancelotti
21st Oct.—Marseilles, 22nd	Oct. Gen.—M. K.
Pittsbulok, Ger. s.s., 2,004 T.	D. Ralmer
29th Oct.—Bangkok	and Swatow 28th Oct.—Chinese.
Rubi, Am. s.s., 2,797 T.	J. Miller
26th Oct.—Manila, P. I. 23rd Oct.	Gen.—S. T. & Co.
Sachsen, Ger. s.s., 8,077 T.	A. Wagner
28th Oct.—Shanghai, 25th	Oct. Gen.—H. A. L.
Seattle Maru, Jap. s.s., 3,882 T.	S. Saito
24th Oct.—Manila, P. I. Gen.—O. S. K.	
Sexta, Ger. s.s., 992 T.	Jensen, 29th
Oct.—Bangkok and Swatow	28th Oct.—Chinese.
Soudan, Br. s.s., 8,000 T.	Lockyer, 27th
Oct.—England. Government	
Talshun, Chi. s.s., 1,206 T.	N. G. Par
more, 29th Oct.—Canton	28th Oct. Gen.—O. M. S.
N. Co.	
Talhybuis, Br. s.s., 6,535 T.	D. H. Allen
29th Oct.—Manila	26th Oct. Gen.—B. & S.
Tenyo Maru, Jap. s.s., 7,205 T.	W. O. T.
S. Filmer 27th Oct.—San	Francisco 27th Sept. Mills
and Gen.—T. K. K.	
Tokio, Br. s.s., 2,839 T.	Schollies
28th Oct.—Amoy, 25th Oct.	Gen.—J. C. J. L.
Tokyo, Br. s.s., 2,839 T.	Olden
28th Oct.—Amoy	28th Oct. Gen.—J. C. J. L.
Tokyo, Br. s.s., 1,115 T.	H. Ollman
28th Oct.—Bang	kok 17th Oct. Nore—B. & S.
Tow, Br. s.s., 1,306 T.	P. Boyd, 28th
Oct.—Hongay, 26th Oct.	Coal—B. & S.
Tsushima Maru, Jap. s.s., 4,010 T.	N. K.
Noda, 29th Oct.—Saville	via Porto 28th Sept. Gen.—N. Y. K.
SAIGON, YENAI,	
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HOTEL LIST.

HONGKONG HOTELS	
Abdalla, F.	Matheson, Mrs. R.
Antoline, A.	T. & Child
Babcock, Dr. and McKenny Dr. O.	
Miss H.	W. & Mrs.
Baehen, C. T.	McWilliams, C. F.
Barber, A. T.	Mead, R. D.
Bergmann, F.	Mehta, K. B.
Bate, E. B.	Merckel, J.
Beaumont, G. A.	Melton, C. S.
Ball, C. D. J.	Meyer, Mrs. H.
Bana, G. A.	Mickle, D. M.
Blanch, Mr. and Mitchellmore, Mr.	
Mrs. N. F.	and Mrs. E. V.
Brazier, H. W.	and child
Brown, C. S.	Mulder, Mr. and
Brill, Dr.	Mrs. J. D. F.
Burns, Mrs. F.	Moore, C. M.
Buschner, O.	Moore, Miss M.
Campbell, Lady	Morris, J.
Claxton, A. A.	Nothman, Capt.
Collins, H. O.	and Mrs. F. D.
Collins, Miss O. V.	Ormsiston, J.
Cokely, T. J.	Palmer, L.
Conolly, Mr. & Mrs.	Paul, Mrs.
D. H.	Potter, Miss
Cooper, W. A. J.	Randall, Dr. L. F.
Crocker, Miss	Ratillon, Dr.
Crozier, Mrs. L. H.	Ray, Miss F.
Curry, G. P.	Reich, Chas.
Davis, C. H.	Ritter, F.
Deafor, C.	Rosenbaum, S. S.
Dickmann, Miss E.	Rosenbaum, R. T.
Dickmann, Mrs. A.	Rosenbaum, Mr.
D'Ostingen, V.	and Mrs.
Douglas, Mrs. R. H.	Roth, Miss N.
Drew, W. C.	Rowley, Miss G.
Du, Boi Mr. & Schmoke, W.	
Mr. H. H.	Scott, Mr. & Mrs.
Lady, Mrs.	J. Walter
Edwards, J. E.	Scott, Miss A.
Ehrenfeld, Mr. & Mrs.	Scrimmon, H.
Mrs. H. C.	Scrimmon, H. H.
Farley, W. A.	Spicer, J.
Feld, H. A.	Sullivan, P. G.
Fitzlyson, Mrs. O. C.	Sundheimer, W.
Fisher, G. G.	
Fowler, E. A. S.	Stephenson, B.
resal, Dr.	Steadmann, Mrs.
Frank, Mr. and Mrs.	Stevens, O. A.
Mrs. J. S. N.	Strohan, Mrs. G.
French, Mr. & child	
Faller, Dennis	Strasburg, Mr. &
George, Mr. & Mrs.	Mrs. E.
F. J.	Souza, Mrs. A. J.
George, Miss	
Gordon, A. G.	Sutherland, P. D.
Goulbourn, V.	Square, Miss
Gould, Mr. & Mrs. J.	Taylor, Mrs. H.
Gourgey, I.	Taylor, Mrs. W. S.
Gray, Mrs. F. A.	Thackroy, J. A.
Gratama, D. M. G.	Tarboush, Miss
Grisham, R. J.	
Hall, Capt. T. P.	Vanderloo, Mr.
Hanibal, Mr. and	Mrs. T. N.
Mrs. W. A.	Veale, Commander
Harbord, W. T.	H. R.
Hill, Miss R.	Vermell, G.
Hirt, M. & M.	Vollbrecht, E.
Hope, E.	Vollbrecht, Mrs. E.
Hon, Dr. S.	Watermann, Mrs.
Innes, Capt. R.	Watkins, H.
Johnston, Mr. and	Watermann, E. J.
Mrs. J.	Watson, L.
Komor, S.	Webb, Mr. & Mrs.
Laubing, Mrs. G.	
B.	Whitcomb, D. M.
Longear, Mr. &	Willing, C. A.
Mrs. M.	Wilkinson, The
Longear, R. D.	
L. heart, G. F.	Wittherby, Miss F.
Lim King-jin	White, Mr. & Mrs.
Lissor, Dr. & Mrs.	H. L. H.
L.	Whitehead, Mr. &
Lissor, Dr. H.	
Lloyd, G. T.	Withington, Mr.
MacGregor, N. C.	and Mrs. J. W.
Mackenzie, A.	Whitman, A. B.
Mackinnon, L. A.	Wilkinson, G. B.
Madden, J. S.	Wood, G. G.
Marconi, N.	Wood, Mr. and
Marriott, Dr. O.	Mrs. P. R.
MacIntyre, Mr. &	Wright, Mr. and
Mrs. Nell	Mrs. J. F.
	Young, J. A.

MARKET PRICES.

Hongkong, October 25, 1912.
BUTCHER MEAT.

Beef	
Sirloin & Prime Out, -Moi Lung Pa	lb. 20
" Corned, -Ham Ngau Yuk	" 20
" Roast, -Shiu	" 20
" Breast, -Nagu Lam	" 16
" Soup, -Tong Yuk	" 15
" Steak, -Ngau Yuk Pa	" 20
" do, -Sirloin Coton -Ngau Lau	" 30
" Sausages, -Ngau Chaug	" 24
Bullock's Brains, -Know	per set 9
" Tongue fresh, -Ngau Li	each 45
" corned, -Ham Ngau Li	" 80
" Head, -Ngau Tan	" 12
" Heart, -Ngau Sum	" 13
" Hump, Salt, -Ngau Kin	" 9
" Foot, -Ngau Kuek	" 9
" Kidneys, -Ngau Yi	" 18
" Tail, -Ngau Moi	" 12
" Liver, -Ngau Kon	" 6
" Tripe (undressed), -Ngau To	set \$1
Calve Head & Feet, -Ngau-chai-tau-kark	lb. 22
Mutton Chop, -Young Pei Kwat	" 22
" Leg, -Young Pei	" 20
" Shoulder, -Young Shau	" 22
Pigs Chitlings, -Chu Chong	per set 24
" Brains, -Chu Know	lb. 12
" Foot, -Chu Kara	" 25
" Fry, -Chu Ohak	" 15
" Head, -Chu Tau	each 13
" Heart, -Chu Sum	" 9
" Kidneys, -Chu Yiu	lb. 30
" Liver, -Chu Con	" 20
Pork Chop, -Chu Pai Kwat	" 24
" Corned, -Ham Ohu Yuk	" 15
" Log, -Chu Po	" 24
" Fat or Lard, -Chu Yau	" 50
Sheep Head and Feet, -Chu Tau Kark	each 6
" Heart, -Young Sum	" 9
" Kidneys, -Young Yiu	lb. 24
" Liver, -Young Con	" 22
Suoking Pigs, To Order -Chu Cha	" 20
Suet, Beef -Sang Ngau Yau	" 22
" Mutton, -Sang Young Yau	" 20
Veal, -Ngau Chai Yuk	" 20
" Sausages, -Ngau Chai Chaug	" 20

POULTRY.

Ohiokon, - Kai Chai	
Capons, Large, Small, -Sin Kai	lb. 28
Ducks, -Ap	" 25
Doves, -Pan Kau	each 15
Eggs, Hen -Kai Tan	per doz 24
Fowls, Canton, -Kai	lb 30
" Hainan, -Hoi Nam Kai	" 28
Geese, -Ngor	pair 30
Geese, Wild Shai, -Shang-ho Yea Ngoi	each 1
Musk Deer, -Wong Keng	" 60
Hare, Shanghai, -Tu Chai	" 60
Partridge, -Che Khoo	" 60
Pheasant, -Shan Kai	pair \$ 1.70
Pigeons, Canton, -Pak Kup	each 30
" Hoihow, -Hoi How Pak Kup	" 24
Quail, -Um-Chun	" 15
Rice Birds, -Wo Fa Cheul	dozen 55
Snipe, -Sa-Choy	each 22
Turkeys, Cook -Phor Kai Kung	lb. 60
" Hen, -Na	" 60
Wild Ducks, Shai, -Shang hoi Sai Ap	" \$1.00
Teal, -Sui Ap Chai	" 50
Wild Ducks Canton -Sang-Shing Sai Ap	" \$1.20

FISH.

Barbel, -Ka Yu	
Bream, -Bin Yu	lb 9
Canton Fresh Water Fish, -Hoi Sia Yu	" 17
Carp, -Li Yu	" 22
Catfish, -Chik Yu	" 20
Codfish, -Mun Yu	" 18
Crabs, -Hai	" 20
Cuttle Fish, -Muk Yu	" 17
Dab, -Sa Mang Yu	" 17
Dace, -Wong Mei Lun	" 12
Dog Fish, -Tui Tu Sa	" 9
Eels, Congor, -Hoi Mann	" 17
" Fresh water, -Tam Sin Yu	" 17
Eels, Yellow, -Wong Sin	" 28
Frogs, -Tien Kai	" 32
Grouper, -Sok Pan	" 48
Gudgeon, -Pak Kup Yu	" 12
Herrings, -Tao Pak	" 22
Halibut, -Cheung Kwan Kup	" 35
Labrus, -Wong Fa Yu	" 28
Loach, -Wu Yu	" 48
Lobsters, -Lung Ha	" 28
Maokrel, -Chi Yu	" 32
Monk Fish, -Mong Yu	" 28
Mullet, -Chai Yu	" 20
Oysters, -Sang Hoo	" 20
Parrotfish, -Kai Kung Yu	" 15
Perch, -Tan Loo	" 8
Pike, -Pa Paw Poong	" 18
Plaice, -Pan Yu	" 20
Pomfret, Black, -Hak Chong	" 26
Pomfret, White, -Pak Chong	" 48
Prawn, -Ming Ha	" 48
Ray, -Pal Pa Sa	" 18
Rock Fish, -Bak Ka Kung	" 18
Sole, -Chu Yau	" 18

肉食

Salmon, -Ma Yan Y	
Shark, -Sa Yu	lb 48
Skate, -Po Yu	" 9
Shrimps, -Ha	" 32
Snapper, -Lap Yu	" 36
Soles, -Tat Sa Yu	" 28
Tench, -Wan Yu	" 18
Turbot, -Cho How Yu	" 28
Turtles, small, fresh water, -Kork Yu	" 58
White Bait, -Ngau Yu Chai	" 1

FRUITS

Almonds, -Hung Yau	
Apples (California), -Kam San Ping Kho	lb. 25
(Chetoo), -Tin Chun Ping Kho	" 20
" Small, -Hoi Tong	" 1
" Custard, -Fan Lai Ohi	each 1
Bananas, fragrant, Canton, -San Shing Heung Chiu	lb. 3
(brides), Macao, -San Heung Chiu	" 4
Chestnuts, Chinese, -Foong Lat	" 14
Carambols, -Young Tuo	" 8
Cocoanuts, -Yeh Tuo	each 12
Lemons, China, -Ning Moong	" 8
Limes, -Kum San Ning Moon	" 8
Lichoes Dried, -Lai Ohi, small Stone	lb 30
" Fresh, -Lai Ohi	" 12
Limes, (Saigon), -Sai Kung Ning Moong	each 1
Mango, Manila, -Lui Sang Moong	" 1
Mangosteens, -San Chuk Tuo	doz 5
Oranges, (Canton), -San-shing Tim Ohing	lb 5
" Sweet	" 8
Pears, (American), -Kam San Shoot Lay	" 14
(Canton), Cooking, -Sa Lay	" 10
Peanuts, -Fa Sang	" 10
Persimmons Large, -Hung Chio	" 8
Pine-apples, 1st quality, -Poon Ti Paw Law	each 10
" 2nd, -Chung-tang Paw Law	" 8
Plantain, -Tai Chou	lb 3
Plums, -Swatow, Hung Lai	" 10
Pumelo, Siam, -Chim Lo Yau	each 14
" Shanghai, -Lo Kwat	" 15
Walnuts, -Hop Tuo	lb 15
Green, -Sang Hop Tuo	" 15
Water Melon, - (Am.) Kom San Sai Kwa	each 15
(China) Sai Kwa	" 15
Grapes, -Sang Po Tai Tuo	lb 30

VEGETABLES, &c.

Artichokes, Shanghai, -Sheung-hoi Ah Ohi	
Chauk	lb 12
Beans, (French), Macao, -Oh Mou Pin Tau	" 12
(French) Shanghai, -Sheung Hai Pin	" 10
" Sprout, -Ah Cho	" 5
" Long, -Tan Ko	" 5
Beet Root, -Hung Chai Tau	each 4
Brinjals, Green, -Ching Yuan	" 6
" Red, -Hung Kor	" 5
Cabbage, Chinese, com, -Kai Choy	" 10
Cabbage Red, -Hung Yea Choy	" 12
Cabbage, Shanghai, -Yeh Chai	" 12
Cane Shoots, bunch, -Kau Shun	lb. 8
Cauliflower, Large size, -Tai Yeh Chai Fa	" 1
" Medium size, -Cheung Yeh Chai Fa	" 1
" Small size, -Sai Yen Chai Fa	" 1
Carrots, -Kam Sham	lb. 8
Celery, Chinese, -Tong Kan Chai	" 8
" English, -Young Kan Chai	" 1
Chillies Dried, -Gon Lat Chiu	" 25
" Red, -Hung Far Chiu	" 15
" Green, -Ching Lat Chiu	" 12
Curry Stuff, English, -Kar Lee Chiu Liu	" 10
Cumbers, -Ching Kwa	" 2
Ritter Squash, -Fu Kwa	" 1
Garlic, -Que Tau	" 10
Ginger, young, -Sun Tuo Keung	" 8
" old, -Lo Keung	" 8
Horse Radish, Shanghai, -Luk Kan	" 12
Indian Corn, -Suk Mai	each 5
Lettuce, -Young Sang Chai	" 1
Water Chestnuts, -Ma Tai	lb. 6
" Mandarin, -Kwai Lam Ma Tai	" 12
Mushrooms, Fresh, -Sang Cho Koo	" 1
Mush Melon, Amer. -Kam-san Hong Kwa	each 10
Okroos, -Chung	" 10
Onions Bombay, -Young Chong Tau	" 10
" Green, -Sang Chong	" 8
" Shanghai, -Shang-hoi Chong Tau	" 6
Papaw, 1st qual., -Tai Man Sau Kua	each 10
" 2nd, -Chung	" 8
Parley, -Kun Cho	" 8
Peanuts, -Ching Tau	lb. 1
Potatoes, Sweet, -Fan Shu	" 3
" Shanghai, -Shang-hoi Shu Tau	" 3
" Japan, -Yat Poon Shu Tau	" 3
" American, -Fa Ki Shu Tau	" 8
" Foochow, -Foo-chow Shu Tsai	" 3
Pumpkin, -Tong Kwa	" 3
Radish, -Hung Lo Pak Tai	" 5
Rhubarb (Fresh), -Tai Wong	" 1
Sage, -Tao So	" 8
Shallots, -Gon Chung Tau	" 8
Spinach, -Yin Chai	" 8
Tomatoes, -Fan Kar	" 8
Taro, -Wu Tau	" 8
Tau, -Panti, (Long), -Lo Pak	" 4
" English, -Young Lo Pak	" 1
Vegetable Marrow, -Chit Kwa	" 3
(American), -Kam-san Chit Kwa	" 1
Water Cress, -Sai Young Cho	" 15
" Lily root, -Lan Ngau	" 6
Yams, -Ta Shu	" 5

生口

Ohiokon, - Kai Chai	
Capons, Large, Small, -Sin Kai	lb. 28
Ducks, -Ap	" 25
Doves, -Pan Kau	each 15
Eggs, Hen -Kai Tan	per doz 24
Fowls, Canton, -Kai	lb 30
" Hainan, -Hoi Nam Kai	" 28
Geese, -Ngor	pair 30
Geese, Wild Shai, -Shang-ho Yea Ngoi	each 1
Musk Deer, -Wong Keng	" 60
Hare, Shanghai, -Tu Chai	" 60
Partridge, -Che Khoo	" 60
Pheasant, -Shan Kai	pair \$ 1.70
Pigeons, Canton, -Pak Kup	each 30
" Hoihow, -Hoi How Pak Kup	" 24
Quail, -Um-Chun	" 15
Rice Birds, -Wo Fa Cheul	dozen 55
Snipe, -Sa-Choy	each 22
Turkeys, Cook -Phor Kai Kung	lb. 60
" Hen, -Na	" 60
Wild Ducks, Shai, -Shang hoi Sai Ap	" \$1.00
Teal, -Sui Ap Chai	" 50
Wild Ducks Canton -Sang-Shing Sai Ap	" \$1.20

海鮮

Barbel, -Ka Yu	
Bream, -Bin Yu	lb 9
Canton Fresh Water Fish, -Hoi Sia Yu	" 17
Carp, -Li Yu	" 22
Catfish, -Chik Yu	" 20
Codfish, -Mun Yu	" 18
Crabs, -Hai	" 20
Cuttle Fish, -Muk Yu	" 17
Dab, -Sa Mang Yu	" 17
Dace, -Wong Mei Lun	" 12
Dog Fish, -Tui Tu Sa	" 9
Eels, Congor, -Hoi Mann	" 17
" Fresh water, -Tam Sin Yu	" 17
Eels, Yellow, -Wong Sin	" 28
Frogs, -Tien Kai	" 32
Grouper, -Sok Pan	" 48
Gudgeon, -Pak Kup Yu	" 12
Herrings, -Tao Pak	" 22
Halibut, -Cheung Kwan Kup	" 35
Labrus, -Wong Fa Yu	" 28
Loach, -Wu Yu	" 48
Lobsters, -Lung Ha	" 28
Maokrel, -Chi Yu	" 32
Monk Fish, -Mong Yu	" 28
Mullet, -Chai Yu	" 20
Oysters, -Sang Hoo	" 20
Parrotfish, -Kai Kung Yu	" 15
Perch, -Tan Loo	" 8
Pike, -Pa Paw Poong	" 18
Plaice, -Pan Yu	" 20
Pomfret, Black, -Hak Chong	" 26
Pomfret, White, -Pak Chong	" 48
Prawn, -Ming Ha	" 48
Ray, -Pal Pa Sa	" 18
Rock Fish, -Bak Ka Kung	" 18
Sole, -Chu Yau	" 18

Consignees

TOYO KISEN KAISHA
S.S. "TENYO MARU"
FROM SAN FRANCISCO, via
HONOLULU JAPAN PORTS
and MANILA.

The above-named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on MONDAY, 28th October, at 3 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claim will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on MONDAY, 4th Nov., at 3 p.m., will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or godown and examination of same to be held on TUESDAY, 5th Nov., at 3 p.m.

All claims must be filed on or before 11th November, otherwise they will not be recognized.

S. MORIMOTO,
Agent.
Hongkong, 28th Oct., 1912.

GEN' LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S.S. "BENVOLICH"
FROM ANTWERP, LONDON
& STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Nov., will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 7th Nov., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st Nov., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 25th Oct., 1912.

INDO-CHINA STEAM NAVI-
GATION COMPANY, LTD.
FROM CALCUTTA, KOBE
AND PENANG.

THE Company's Steamship
"LAISANG"
having arrived from the above Ports Consignees of cargo by here are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 26th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON &
CO., LTD.
General Managers.
Hongkong, 24th Oct., 1912.

A Hint to Hongkong.

Three Chinese laundrymen were fined P 10 each at Manila, last week, for spraying clothes with the mouth. Patrolman Angeles, as he strode along Calle Novalde, glanced within the renovatory of the first named offender. The atmosphere was bedimmed with mist, but the officer's keen eye espied the gushing Kwong, with cheeks inflated, defying the ordinance passed last August for the preservation of health. He crept stealthily in and pounced on Kwong who was released from custody after paying his fine. Patrolman McFarland arrested Lam Ping and Le Wong in like manner on Saturday, says the "Manila Times".

Chinese ship-tax
The Chinese Ministry of Navy has reported to the President stating that the annual receipts from ship-tax amount to about 4,000,000 taels. It is the late dynasty this sum was devoted to meeting the expenditure of the Navy. It is therefore suggested that if this annual sum is appropriated for the use of this Ministry, it will furnish a very reliable basis for the reorganization of our Navy. - "Kuo Chuan Pao"

COMMERCIAL

India's Cotton Mills.

On July 1st the new regulations respecting the hours of labour in Indian cotton mills came into force. The daily hours worked are to be twelve the year round. Previously there had been no fixed working hours. The custom has been to work from sunrise to sunset, which varies from eleven and a quarter to thirteen hours, but in electrically-lighted mills thirteen or more hours have been worked the year round.

To English ideas these hours are very long even in a cooler climate than that of India, yet the new regulations have aroused very little interest among Indian operatives. Indeed, they seem to regard the change with complete apathy. This would be very surprising in England, but to those who manage Indian mills it is easily understandable. The average Indian operative is very happy-go-lucky; he has no education, very few wants, exceedingly low cost of living, and no care for the future. So long as he is assured of enough money to have a good time at the end of the month he has few cares. His movements in work or amusement are not to a minute or two or an hour or two. He takes his meals at all times or any time, and unless the management is very alert he sleeps on very possible opportunity. As a result much more waste is made in an Indian mill than in an English mill, and the cost of repairs and renewals is also very much higher. The lists of operatives in each department contain a number entered as supernumeraries. This is one of the great difficulties met with by Indian managers. So many operatives cannot be relied upon for anything at the end of the month when they receive their wages, and the irregularity in attendance is always so great that these spare hands have to be kept at great addition to the cost of production. Lancashire people might ask why irregular or unsatisfactory workers are not discharged. This is easy to recommend, but unwise to do, as there is occasionally, particularly during the months of April and May, a great shortage of hands owing to the large number who go up country to spend some time with their families or to help in preparing the land for sowing before the monsoon. It is surprising to learn the number of poor people who possess land. This makes the work people very careless about being discharged. They know the mill owner is compelled to pay their month's wages if he discharges them. This indeed suits their purpose, as they can then go to their homes without serving the usual month's notice and without losing their wages. They also know that when they choose to return they will have no difficulty in securing work. - Correspondence "Manchester Guardian".

The Insurance Tax.

Every day brings fresh evidence not only of the inequitable and impracticable character of the National Insurance Act, but of the heavy burden it imposes on industry, says the "Globe". The report of the Pearson and Knowles Coal and Iron Company calls attention to the fact that Imperial taxes, local rates, and workmen's compensation absorbed no less than £33,783 of the company's earnings during the year to the end of last June, over which amount the directors can exercise no control. In addition the report states: "The short experience already obtained of the working of the National Insurance Act gives ample proof of the burden some character of its provisions, and the directors are confident that they will have the acquiescence of the shareholders in recording the opinion that the Act not only contributes to the causes of unrest among the workmen, but is unjust in its incidence, and inequitable and unfair in placing the whole cost, in the case of industrial companies, upon the ordinary shareholders. The effect of the Act upon the company's various undertakings represents a new tax of some 20 per cent. per annum upon the amount of the ordinary capital."

W. BOWEN-BOWLANDS,
Secretary, Sankey Road.

